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THE TEAM OWNERS REVIEW

VOL. XIII., NO. 4.

APRIL, 1914.



IN THIS ISSUE:

Official Call
for
Annual
Convention

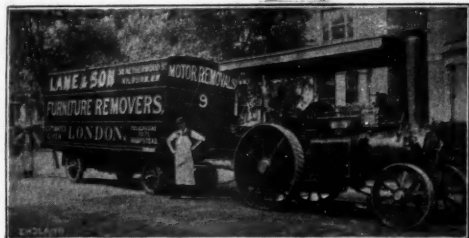
St. Louis
Local
Has
Big Banquet



IN THIS ISSUE:

Horse
Haulage Best
in Storm

Attack on
Commissioner
Arouses
Team
Owners.

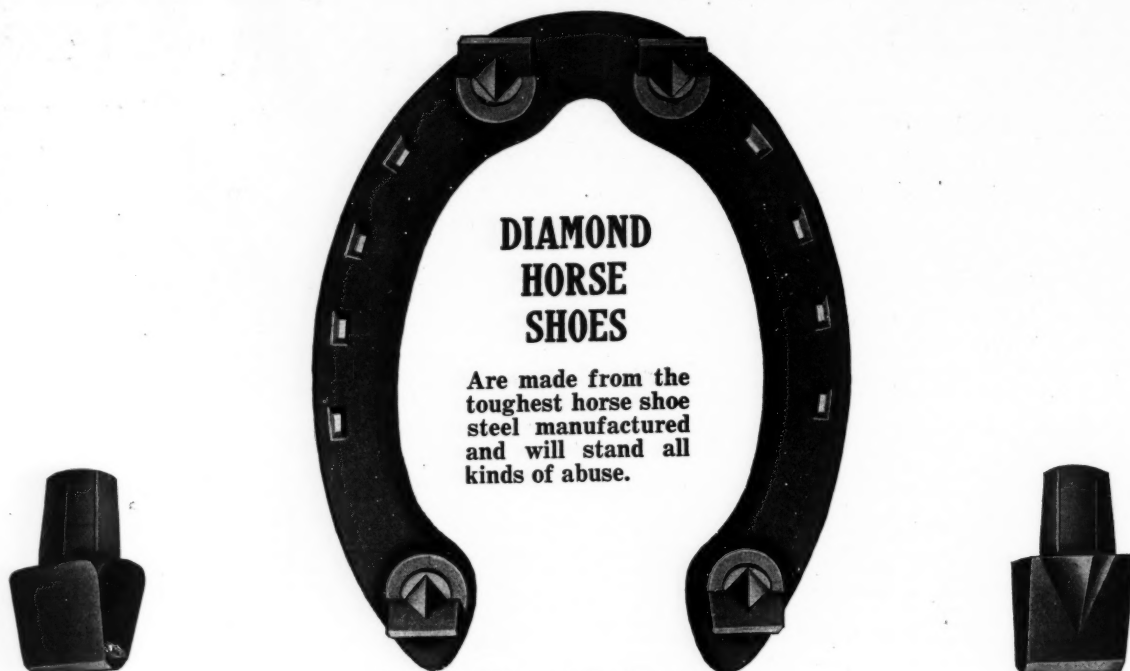


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THE TEAM OWNERS' REVIEW



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THE TEAM OWNERS' REVIEW

ENTERED AS SECOND-CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Volume XIII.

PITTSBURGH, PA., APRIL, 1914.

No. 4.

THE TEAM OWNERS' REVIEW

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AND
AMERICAN TRANSFERMEN'S ASSOCIATION.
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* * * *

The Team Owners' Review is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming" to which belong Transfer, Warehouse and Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

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Pittsburgh is a great Convention City.

Everyone is planning to be here in June.

The local Association has already begun work on its program of entertainment.

They've elected "Tom" Ashford president for the seventh consecutive time.

That's one big step toward a successful Convention.

The local Associations throughout the country are taking up the question of delegates and special trains.

What are you doing in your Association?

Help the National Association.

THE National Team Owners' Association has been put to great expense in its fight for tailboard delivery. Tailboard delivery will benefit directly only three cities, according to the Association's plan of campaign. These three cities are New York, Cincinnati and Philadelphia. But there are other ways in which the National Association can help out and has helped out the team owners in other cities. It stands ready to back up the needs of any local Association at any time.

But the National Association needs your support. Tailboard delivery cannot be won without great expenditure. No one wants to see the National Association's treasury run low when the local Associations everywhere are boasting of the fine financial condition that they are in.

Some of them are behind in their per capita tax and annual dues. Why not spend a little of this money of which you are so proud? Put it where it will do some good; it will not help anyone, lying idle in the bank.

Should We Consider Motor Delivery?

EACH and every one of us must some day come squarely up against the question of motor delivery. Some of us have already considered it; some have adopted it; others have discarded it. But is it not best for those who have not yet considered it, to meet the question with an open mind, a mind already prepared to settle the problem through a thorough and practical knowledge of the advantages and disadvantages of motor haulage and delivery?

Let us look at the question in a fair manner; let us concede that after all, the motor truck has a big field

and that there are bound to be a great many of them in use before we are much older. Not that these new machines will ever entirely supercede the horse. Man's first friend has been here for thousands of years and is filling his place in the haulage and delivery world to better advantage every day, thanks to an intelligent consideration of what the horse needs and deserves for the work he does.

Economically, the horse has his field and the motor truck its field. It will be best for team owners and motor vehicle owners to do away with their prejudices and to get to the bottom of the whole question by learning just where the line between horse and motor delivery should be drawn.

It is only by going at the question with a working knowledge of the motor truck that a team owner can really be sure whether or not he is making an expensive mistake in taking on or throwing out motor commercial vehicles.

With the fact in view that there is a broad field for both methods of road transportation, THE TEAM OWNERS' REVIEW will take up in future issues, the question of "The Theory of Motor Delivery." From month to month the evidence will be submitted on both sides, for and against motor delivery, and let the jury, the readers of THE TEAM OWNERS' REVIEW, decide the question for itself.

We Apologize.

THROUGH a typographical error, a sentence in the leading editorial in the March issue of THE TEAM OWNERS' REVIEW which should have read "It means that high ideals, new blood and new ideas have come into the offices and that co-operation with the Team Owners' Association of America and with the American Transfermen's Association, * * *," was entirely changed in sense, the word "Manufacturer's" being substituted for "Transfermen's." As the new management was greatly limited in time in getting out the March issue, the mistake escaped attention until too late to rectify it.

New Jersey Would Tax Horses.

There is a movement on foot in New Jersey to tax horses at the rate of one dollar per head, the revenue to go towards the construction of improved roads. The Jersey City, New Jersey, "Journal" takes up the question editorially as follows:

"The pending proposition to impose an annual tax of one dollar on each horse would, if it became effective, prove unfair and unpopular. If a tax on horse vehicles is desired it would be much better to levy the tax on the tire of the vehicles. This could be graduated so that narrow tires would pay the highest tax and each inch or one-half inch increase in width would decrease the tax.

"Narrow tires, especially where the two pairs of wheels "track" exactly, cut ruts in the road surface and

the passing of automobiles speedily ravel the metalling.

"In some European countries wagons are required to have narrower gauge for the front than for the rear wheels, and teams are forbidden to follow in the same track, a meter offset being required when one wagon or a row of them follow in a procession. This prevents the road cutting process and preserves the road-surfacing.

"Any road engineer could secure a copy of the French road rules to provide a model for a law to tax the tires and incidentally to preserve the roads. A horse tax would be merely a matter of income. A proper tire tax could be made to conserve the road besides producing an income."

Street Cartage More Expensive Than Rail.

It costs three times as much to haul farm produce from the water front of New York City to the stores where it is sold as it costs to haul it three or four hundred miles over the railroad that brings it to the city. Out of each dollar that the city consumer pays for fruit and vegetables, the railroads get an average of only 5 cents, while the actual cost of cartage within the city is 15 cents.

These figures were secured by the Lehigh Valley Railroad Co., which has been conducting an investigation into the cost of living, with the purpose of showing that the railroads receive a very small return for the important service they perform. The figures are based on the cost of transporting farm products from near Geneva, N. Y., to New York City, a distance of 344 miles.

Want Uniform Storage Rates.

The Traffic Bureau of the New York Merchants' Association is making efforts to establish uniform storage rates throughout the country where carriers act as warehousemen. It is believed that if a uniform rate of storage of this kind can be established, shippers will be in a position to know what charges are accruing on shipments which are not properly delivered.

A notice to be sent to the shipper and consignee that freight shipments have been sent to a public warehouse is also considered necessary. It is urged that the carriers should notify the shipper where consignments are refused or remain undelivered.

No Decision in Railroad Rate Case.

The Interstate Commerce Commission is not yet ready to render its decision in the matter of the increase of railroad freight rates for which the roads have asked. The Commission has granted an extension of time so that the railroads may submit more evidence.

THE OFFICIAL CONVENTION CALL

To the Editor of THE TEAM OWNERS' REVIEW:

The National Team Owners' Association is hereby called to assemble in Convention, in accordance with Article IV., Section 1, Page 9, of the By-Laws in compliance with the action of our previous Convention. The Convention will be held this year in the City of Pittsburgh, Pa., the third Monday of June, 1914, the same being the 15th day thereof, for the purpose of considering and transacting such business as may be presented to the Convention. Each Local Association shall be governed by Article IV., Section 3 and 5, which specifies that in the month of April a delegate and alternate shall be elected for each twenty-five members or fraction thereof. The alternate to act in the place of the regular delegate in case of failure on part of said regular delegate to attend. The names of such delegates and alternates elected shall be sent to the National Secretary within five days after their election. Attention is hereby called to Article IV., Section 4, whereby individual members of any city where there are no locals shall be entitled to one vote.

Article IV., Section 10, provides how vacancies shall be filled.

W. H. FAY,

President, National Team Owners' Association.

Cleveland, March 23, 1914.

Among the Associations.

Convention Committees Appointed at Pittsburgh.

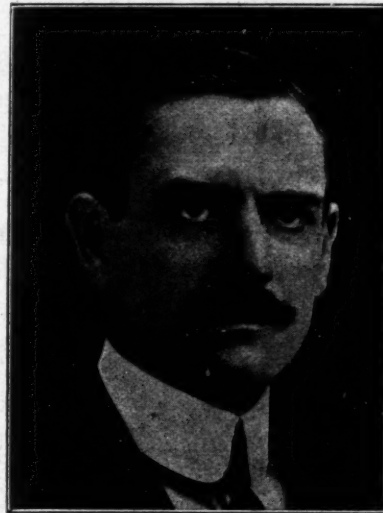
Thomas F. Ashford was elected president of the Allegheny County Team Owners' Association at its meeting in Pittsburgh on March 5, for the seventh consecutive time. The Allegheny County Association is the largest and most active in the United States, almost entirely due to the efforts of "Tom" Ashford. When Mr. Ashford was first elected to the presidency, the local Association had but forty-two members on its rolls, and only fourteen of these were in good standing. The Association was over \$1,000 in debt.

To-day there are 323 members on the rolls of the Association, and its bank balance is larger than at any time in its history. Two things of great benefit to the local team owners have been accomplished since Mr. Ashford took the chair in 1907. The local vehicle license tax has been cut in half, the team owners of Allegheny County saving a total of \$33,669.95 during 1913 alone. The figures for 1913 have not yet been compiled.

The Anti-Cruelty Society, which was carrying on all sorts of nefarious practices under the guise of a benevolent organization and which was making a good living off the owners of horses, collecting more than \$12,000 from them in 1907, was put out of business and its officers shown up before the authorities. In 1913, the local Association showed its appreciation of the work Mr. Ashford has done by presenting him with a seven-passenger Peerless automobile, raising the money by popular subscription.

To support Mr. Ashford during the coming year, the Association elected a strong set of officers and a good board of directors. G. L. McCullough was selected for

vice-president and John F. Flood for treasurer. The directors are James F. Keenan; W. B. Straight; J. Hite; H. L. Carter; John O'Neil; J. S. Martin; J. J. Blanck; H. W. Klein; Thomas Smythe; R. J. McCauley; John R. Clark; Alexander Kramer; Edward Hardie; Albert Breitweiser, and John J. Patten.



Thomas F. Ashford, who has just been elected President of the Allegheny County Team Owners' Association for the seventh consecutive time.

Following the election of officers, the president announced that it was time to prepare for the coming Convention and that a motion to appoint committees for arrangements would be in order. The motion being made, seconded and carried, the president appointed seventy members to serve on the five necessary committees. The chairmen of these committees will act as

the executive committee, overseeing the work of all the committees.

James F. Keenan was appointed chairman of the Finance Committee; Edward Hardie chairman of the Committee on Printing and Badges; Samuel Donaldson chairman of the Reception Committee; H. W. Klein, chairman of the Entertainment Committee, and J. J. Blanck, chairman of the Automobile Committee.

The various committees will report the work accomplished at the next meeting of the Association.

Will Celebrate Tenth Anniversary.

The Team Owners' Association of Grand Rapids will celebrate its tenth anniversary at the April meeting, when a luncheon and smoker will be held at Charles S. Holt's office. The meeting will be held on the evening of April 7. There will be "something doing every minute and some eats," according to the committee in charge of the affair.

E. M. RADCLIFFE, Secretary.

Philadelphia Association Very Active.

The Philadelphia Team Owners' Protective Association has been very active, aside from the fight for tailboard delivery it is carrying on in conjunction with the National Association. The city council has deemed it well to co-operate with the Association and has had the railroad companies move their cars so that they do not block traffic in the shipping districts, and had the snow and ice removed quickly after the storms of last winter. The harmony that exists between the merchants and the team owners in Philadelphia, makes it easy to accomplish much more than in the past.

CHARLES FARRELL, President.

Houston Association Receives Charter.

Nothing of especial interest developed at the March meeting of the Houston, Tex., Team Owners' Association, the occasion being merely a social one, but it is expected that the April meeting will be a very lively one, as the local Association received its charter from the National body soon after the March gathering. Nothing has been heard from Mr. Hildebrand or Mr. Horner, of San Antonio and Dallas, respectively, who were present at the annual meeting in February and signified their intention of starting team owners' Associations in their respective cities, but the Houston members are ready to render any assistance to these gentlemen at any time in this work.

ADOLPH WESTHEIMER, Secretary.

Chicago Club Checking Up Shipping.

The Chicago Cartage Club has been extremely busy of late, there being something for everyone to do every minute. A dozen new members have been taken in, who realize the advantages of organization. The Membership Committee is doing some very good work.

The Entertainment Committee is working hard to make the social side of the Club one of its biggest drawing cards, so that it will appeal to "one good fellow who likes to meet another good fellow."

The Club has had a large number of complaints against the various railroads, regarding service, conditions of driveways, shortage of help, lack of open doors, attention at cashier's office, sending of notice before freight is unloaded, etc. In every instance the railroads stood willing to be corrected, it being seldom that a second request was necessary. It is the belief of the members of the Club, that the freight house service is better in Chicago now than it has ever been.

All the lines entering Chicago show a willingness to co-operate with the Club for efficiency.

The Club has decreased the loss to its members through theft almost to a minimum, and has improved the class of teamsters 50 per cent in the past 2 years. The Police and Street Departments of the city are always glad to accede to the requests of the Club. It would be out of the question to itemize the benefits the teaming contractors have received from membership in this Club and its activities.

Some of our members are thinking of motoring to Pittsburgh for the Convention and some will go to Cleveland and join the crowd of good fellows of that city who were guests of the Club at Chicago last year. The Club expects to have a large delegation present at the Convention.

JAMES S. BROWN, Secretary.

Buffalo Body Has Mid-Day Meeting.

The Buffalo Trucking Association held a mid-day meeting on March 16, something new to the local Association. The Association is endeavoring to increase its membership and the attendance at its meetings.

Buffalo does not come under the new law of New York State by which all vehicles are required to carry lights, as its street lights are less than 500 feet apart, but there is a local ordinance up to the same effect, and the team owners are fighting this.

J. W. GLENN, of O. J. Glenn & Son.

Cincinnati Sure of Tailboard Delivery.

There is no question but that Cincinnati will have tailboard delivery, for the Team Owners' Association of Cincinnati is standing for it to a man. The local Association feels sure that the railroad facilities there are the worst in the country.

Although Cincinnati is noted for building heavy machinery, there is not a single electric crane in any of the railroad yards. The Association does not care to continue to do the work of the railroads at the terminals.

The Association's Street Committee has done some excellent work in getting the streets in shape after the bad weather.

JOHN CLARK, Secretary.

St. Louis Has Banquet

THE annual banquet of the St. Louis Team Owners' Association was held Saturday evening, February 28, at the Missouri Athletic Club. Sixty members and their guests assembled in the corridor at 8 o'clock, and at 8:20 were seated around a horse-shoe shaped table in the splendid hall which the committee had selected.

After everyone had enjoyed the elaborate menu, Edwin Weber, the toastmaster, addressed the diners, his talk covering the good work accomplished by the Association since its inception. Mr. Weber then introduced the Hon. C. M. Talbert, Street Commissioner of St. Louis.

Mr. Talbert recalled the invitation extended to him to speak at the team owners' banquet a year ago when he had been Street Commissioner only one week. He stated that the 28th of February was his anniversary as Street Commissioner and he was more than pleased to be able to celebrate it with the St. Louis Team Owners' Association.

Explains Traffic Regulations.

Mr. Talbert impressed upon his audience the fact that by constant co-operation with his office, the best results for all parties can be obtained. He explained the one-way traffic in the downtown streets of St. Louis and asked the team owners to give it a fair trial. In giving an account of the amount of traffic at some of the intersections of the more important downtown streets, an estimate of which was recently made, he stated that the figures were obtained by stationing men at the different points for several days, but that these men had great difficulty in keeping track of the actual number of vehicles, as these passed a given line about every 4 seconds at some crossings, during certain hours of the day.

He explained very clearly how the one-way traffic in the four streets running north and south and the two streets running east and west would eliminate congestion in this particular district. He called the attention of the members to the one-way traffic in the alleys also, on account of the narrowness of these thoroughfares in the downtown districts, and asked the co-operation of the Association in that drivers for its members should be instructed to observe these rules, which take effect on April 1.

Mr. Talbert spoke of the regulations affecting the parking of passenger motor vehicles, outlining the difference between a dead vehicle and a moving vehicle. He claimed that prohibiting automobiles and wagons from standing in front of certain business buildings would be a great relief to moving traffic.

In closing Mr. Talbert advised the members of the Association to take up these three matters in order to assist in eliminating traffic congestion. His remarks

were followed by a hearty round of applause. The Toastmaster thanked Mr. Talbert and assured him that the Association would take up the three matters as he had suggested at its next meeting and would co-operate with him in every way possible.

William Findly, Secretary of the Board of Public Improvements, was the next speaker.

"Mr. Toastmaster and Gentlemen," said Mr. Findly, "before I proceed I want to thank the St. Louis Team Owners' Association for the invitation extended to me for this occasion. I would have been with you a year ago but on account of important business matters at that time, I could not attend.

"I was born and brought up near a small country town, but to tell you the truth I know that I could not harness up a horse to-day. But I have had some occasion to study the team owners and I have come to the conclusion that the commerce of the country at large falls upon the shoulders of the team owner. You, gentlemen, are the first to feel depression or prosperity in business when either sweeps over the country."

After entertaining his audience with several witty stories and jokes, Mr. Findly touched upon the duties of all good citizens of St. Louis in respect to the new Municipal Bridge, recently completed.

The Secretary of the Association asked permission to read a communication from A. L. Shapleigh, Chairman of the Free Bridge Committee of the Business Men's League, but upon motion of Hupp Tevis this was held over until the next meeting.

The Toastmaster thanked Mr. Findly for the opinion he has formed that the team owner is the connecting link between the railroads and the merchant and that he is a big factor in the commerce of the country. He then introduced E. P. Walsh, Assistant Claim Agent of the United Railways Co.

"First of all," said Mr. Walsh, "I want to mention to you the very satisfactory meetings I have had with the gentlemen who constitute the Claim Committee of your Association. Every case that has come before us has been settled with satisfaction to the team owners and to my company. There is no doubt in my mind that by co-operation between the team owners and my company, accidents could be reduced to a minimum. The team owners should instruct their drivers just as my company is constantly instructing its employees.

"As a matter of fact, you team owners are in the same predicament that my company is in. You gentlemen individually cannot drive all your teams yourselves, and neither can the heads of my company run its cars themselves, consequently we must both rely upon employees.

"I want to call your attention to the fact that some of you are under the impression that my company is very slow in making a settlement. I have brought with me this evening an account of the number of accidents our company has had during the past year and you can readily see why our General Claim Agent, Mr. Hardin,

cannot be as fast in settling a claim as you might expect.

"During the year 1913 we had 18,000 accidents of all descriptions or an average of 1,500 per month. We made settlements to the amount of \$750,000. This amount represents 5½ per cent of our total income."

Agreement With Dairy Companies.

Mr. Walsh also mentioned an agreement between his company and the three largest dairy companies of the city, to the effect that, if one of their wagons should be hit by one of the company's cars, the dairy companies have the wagons repaired and present the bills to the railway company at the end of the year. This amount is cut in two and a settlement made on that basis. This agreement was made because both the railway company and the dairy companies found that at the end of litigations in the courts in such accident cases, no matter whether the cases were won or lost, neither side had gained. Mr. Walsh said that before the agreement was made, the railway cars struck a milk wagon belonging to one of these firms on the average once each day, but that since the agreement the average has not exceeded one per month.

Mr. Walsh concluded his address with the assurance that his company in time of heavy snows, does not only clear its tracks for its own benefit, but also for the benefit of teams using that part of the street.

"No doubt you have noticed that we always aim to shovel the snow as close to the curb as possible to give as much room for traffic as we can," said Mr. Walsh. "All our company asks is that drivers, when they reach the corner of an intersecting street, pull to one side and let our cars pass them. We do not expect a driver to pull a loaded wagon into a pile of snow in the middle of the block. No doubt some of you noticed men with long poles going about the streets during the last heavy snow. These men used the poles to shove wagons up an incline with our cars."

The Toastmaster stated that ten or twelve cases of the team owners and the railway company had been settled out of court and he advised the members to co-operate with Mr. Walsh's company by giving their drivers proper instruction. After thanking Mr. Walsh for the suggestions and for his address he called upon R. E. Lee, who is rapidly gaining a broad reputation as a jokesmith.

Mr. Lee sprung some very funny ones, keeping his audience laughing steadily for minutes at a time. He closed by reading a poem entitled "The Team Owner."

F. F. Tirre and Hupp Tevis Speak.

Frank F. Tirre next addressed the meeting, his subject being "Organization." Mr. Tirre briefly explained the life of the National Team Owners' Association since the first meeting in St. Louis in 1903. He outlined some of the benefits all the local Associations have received through the activities of the National body, and after reading the article on "Tailboard Delivery" from THE TEAM OWNERS' REVIEW, he advised all

those present who were not members of the Association to join it.

Hupp Tevis, Ex-President of the National Team Owners' Association and the St. Louis Association, was the next gentleman called upon by Mr. Weber. Mr. Tevis spoke on the National Association and outlined some of the good work accomplished by the local Association. He spoke also of the difference in celebrating the annual gatherings of the local Association, saying that previous to about 6 years ago, sandwiches and a few cases of beer with a box of cigars, were served the members at the January meeting after the installation of officers, and that the present-day banquets show a decided improvement.

A. J. Noble, President of the Express Men's Association and also a member of the St. Louis Team Owners' Association was called upon. Mr. Noble amused those present with an intimation of an Italian announcing a three-round bout between his Brother Sylves and John L. Sullivan.

Two sons of Mr. Wieke entertained the audience with selections on the piano and the violin.

John Bardenheier sang a selection, the diners joining in the chorus, after which "Home Sweet Home" was played by the musicians, and the team owners, with their guests, adjourned to their homes, all well pleased with the splendid arrangements made by their committee and with the success of the entire affair.

A. J. KUEPFERT, Secretary...

Teamsters to Organize.

A joint meeting of the team owners and teamsters of the Twin Cities was held in Champaign, Ill., on March 18, in the Chamber of Commerce building. The teamsters are seeking to perfect a compact organization in Champaign and are taking the matter up with the team owners.

Horse Poisoners and Thieves Again Busy.

Horse poisoners and horse and wagon thieves have become active again in New York City after many months of idleness. Seven horses were recently poisoned in the stable of Morris Donnenfeld, and it is reported that, since March 15, sixty-eight horses and wagons have been stolen from members of the Horse Owners' Protective Association. This body has 2,600 members, including some of the biggest milk and ice cream concerns in Greater New York.

A meeting of the Association was held on March 24 at the University Settlement to consider the emergency. Morse M. Frankel, director of the bureau of investigation of the organization, made a speech in which he criticised District Attorney Whitman, saying that the temporizing tactics of his office were responsible for the new outbreak. He said that the cases of the half dozen alleged poisoners who were indicted last year have never

been tried and that the men are still at large on comparatively small bail. He charges that political influence is being brought to bear to halt investigations.

Glanders in New Jersey.

Glanders has been discovered among horses in the Montclair, N. J., stable of the Borden Condensed Milk Co. Six of the animals have been shot and two more are being kept in a separate section of the stable to await developments. Health Officer Chester C. Wells ordered the stable fumigated immediately.

Wallingford Firm Dissolved.

Gould N. Gavette and Claude M. Tremper, who have been carrying on a general trucking business in Wallingford, Conn., under the name of Gavette & Tremper, have dissolved partnership. The business will be continued by Mr. Gavette, to whom all outstanding accounts are to be paid and who will discharge all the liabilities of the partnership.

Teamsters Stoned in Seattle.

Three cases of stoning of teamsters have been reported to the police of Seattle, Wash., after a period of comparative quiet in the strike situation in that city. Warrants have been sworn out for the assailants, but their names are withheld, pending arrest.

The first case was reported from Railroad avenue and Union street, on March 14. B. O. Angell, a driver for the Seattle Drayage & Storage Co., was attacked by eight men, who hurled bricks and stones. He was struck several times, but escaped serious injury by whipping up his horses and running them south on Railroad avenue.

Frank Green, driver for Albee & Co., was attacked by six men on the water front, but escaped the shower of bricks and stones by crouching low on the footboard of his wagon. The men broke and ran when several pedestrians appeared on the scene to aid the teamster.

E. T. Christianson, a driver for the Merchants Transfer Co., was bombarded with bricks and stones by four men on Eastlake avenue. A party of men in an automobile came to the driver's rescue and drove off his assailants. Christianson recognized the attacking men and swore out warrants for their arrest.

Case of Auburn Draying Co. Comes Up.

The case of the Auburn Draying Co. against William Wardell and others has come up at the equity term of the Supreme Court at Auburn, N. Y., and will be decided soon. The plaintiffs ask damages of \$700 and a permanent injunction restraining the Auburn Union of the Brotherhood of Teamsters from interfering with its business. William Wardell is the business agent of the union.

A temporary injunction was obtained by the draying company some weeks ago at Penn Yan. It is al-

leged by the draying company that when their employees declined to join the union, that body's representatives visited several local merchants and asked that they have no further dealings with the draymen until the employees had become affiliated with the union. As a result of this boycott, it is alleged that the draying company lost business amounting to \$700.

Houston Shippers Meet.

The members of the Traffic Bureau of the Houston, Tex., Chamber of Commerce met in that city on March 18 to discuss the question which has been raised by the Interstate Commerce Commission and which is being investigated by that body, that a freight rate covers only the transportation haul and does not provide for free delivery of cars at the consignee's warehouse. Although this question was raised by Eastern shippers, the final decision will affect Texas as well, for the ruling of the Commission covers all interstate shipments.

Lawyer Charges Vehicle Discrimination.

Whether owners of horse drawn vehicles in the District of Columbia which are used for business purposes, are legally discriminated against in favor of owners of similar vehicles used for private purposes, is being argued before Judge James L. Pugh, in the Washington Police Court. Edward Simms, a driver for a contractor, was arrested on a charge of failing to have a vehicle tag attached to the side of his wagon. His attorney filed a motion with the judge to quash the information, holding that it was discrimination. The judge granted the request. The attorney stated that the police regulation is invalid and unconstitutional.

Open Free Animal Hospital in New York.

Three horses, ten dogs, seven cats, three parrots, one crow and five canaries were patients in the Free Hospital and Dispensary of the New York Women's League for Animals, when it was opened at 350 Lafayette street, New York City, on March 14.

The hospital was built at a cost of \$100,000 and will accommodate twenty-four horses, with numbers of other animals. There are three operating rooms. There are kitchens and a laboratory for doctors and attendants. Dr. Bruce Blair is chief physician.

The dedicating ceremonies were held in the horse stalls on the second floor. Many elegantly-dressed society women were present at the ceremonies.

Sprinkling Law Passed.

F. B. Rutherford, secretary of the Pennsylvania Society for the Prevention of Cruelty to Animals, is working to have placed upon the statute books of the State of Pennsylvania, a law which shall prevent the sprinkling or flushing of all smooth surfaced street paving in the State, between the hours of 6 a. m. and 10 p. m.

There is no reason why such a law cannot be enacted,

and it would certainly save the lives of hundreds of horses that now fall on slippery pavements, injuring themselves beyond recovery. W. H. Fay and Theodore Gabrylewitz, president and secretary respectively of the National Team Owners' Association, have given their endorsement to the efforts of Mr. Rutherford. Mr. Fay states that he feels sure the National Association will approve the action of Mr. Rutherford and will support him all it can. The Philadelphia Team Owners' Protective Association has unanimously approved the desired legislation and has promised to support Mr. Rutherford and the Society. The Automobile Club of Philadelphia has also offered to support the legislation, as motor vehicles are in as much danger of damage as horses on slippery streets.

Getting Ready for Tag Day.

John F. Cozens, secretary of the Committee for the National Horse Tag Day, whose headquarters are at 33 South Eighteenth street, Philadelphia, Pa., is engaged at present in getting out the notices for Tag Day, which is June 1. Mr. Cozens has asked the local team owners' Associations throughout the country to co-operate and honor man's first friend on that day. Particulars regarding the cost of buttons, etc., can be obtained by writing to Mr. Cozens.

Feeding Test at Kansas Station.

Strong healthy draft horses can be produced without oats, according to the results shown by a 9 month's feeding test which the Kansas Station of the Department of Agriculture has been carrying on. At the end of this period, colts that did not have oats were in better condition than those which ate this feed and had made a little better gain. The saving in the cost of feed is 20 per cent. The colts have been fed the same sort of roughage—alfalfa, corn fodder and pasture.

One lot was fed oats every day and the other lot had a combination ration, 70 per cent corn, 25 per cent bran and 5 per cent oil meal. One pound of this mixture contains the same digestive elements as one pound of oats. Also, from the standpoint of energy value, the two feeds are equal, pound for pound. The test shows that a team owner can better afford to feed with mixed ration with corn at 85 cents per bushel, bran at \$30 per ton, oil meal at \$40 per ton than with oats at 50 cents per bushel.

Orders New Freight Bill Form.

The Interstate Commerce Commission has approved a new form of freight bill, agreed upon by shippers and carriers, who have been in conference with the Commission on the subject. In the past, freight bills in many instances have not shown sufficient information to enable the consignee to determine either the name of the shipper, the point from which shipped, or the proper rate to apply on the goods covered by the bill. This led to

a great deal of complaint and the New York Merchants' Association has taken up numerous instances with the carriers for the purpose of securing enough information to enable them accurately to check the charges.

Another cause for complaint against the incomplete freight bills is that the merchants in the country will return goods to dealers in the city without giving any notice that the goods have been returned. When such goods arrive, city merchants have not been able to identify them by the freight bill.

In disposing of the matter, the Interstate Commerce Commission has ruled that the freight bill should show: (1) the point of origin; (2) the date of shipment; (3) weight of shipment; (4) the route by which the shipment moved; (5) proper car number; (6) an adequate description of the property; (7) the correct freight rate; (8) complete information regarding any charges in addition to the freight rate; (9) the name of the consignor and the date of arrival at destination.

Hearing Postponed in Tailboard Delivery Fight.

Theodore Gabrylewitz, secretary of the National Team Owners' Association, who is leading the fight for tailboard delivery at railway terminals in Philadelphia, New York and Cincinnati, went to Washington, D. C., to appear before the Interstate Commerce Commission on March 6, with the attorneys for the Association, but as word was received from the Pennsylvania Railroad Co., that its attorney had met with an accident and would not be able to be present, the hearing was adjourned until further notice.

Places Time Limit on Filing of Claims.

In the March issue of THE TEAM OWNERS' REVIEW, it was stated that the Traffic Bureau of the New York Merchants' Association would take up the question of the condition in bills of lading which requires that claims be presented within 4 months after date of delivery of the shipment if they are to be entertained by the railroads.

As a result of the petition to the Interstate Commerce Commission, the Commission handed down its opinion to the effect that it will permit carriers to adjust claims on their merits without the enforcement of the 4 months clause in the bill of lading, if such claims were presented prior to December 1, 1913, even though not presented within the 4 months period, and also all claims accruing within 2 years prior to February 9, provided the claims are presented on or before April 1, 1914. On shipments which have been delivered since December 1, 1913, the 4 months clause shall be strictly enforced.

The amount of oats on farms March 1, 1914, was about 419,476,000 bushels, or 37.4 per cent of the 1913 crop, against 604,216,000 bushels on farms March 1, 1913.

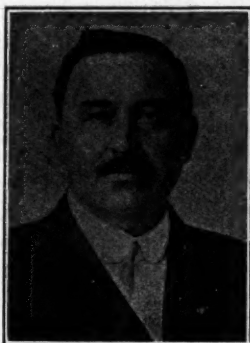
NEW ENGLAND NEWS

New England Office, THE TEAM OWNERS' REVIEW,
79 Portland Street, Boston, Mass

March 20.

The annual meeting of the Team Owners' Association was held at the Revere house in Boston, on March 3, thirty-two members being present. Dinner was served at 6:30 p. m., after which the meeting was called to order by President Loveless.

The secretary, reporting for the committee appointed at the last meeting to investigate conditions in the Market district, stated that strenuous efforts had been made during the month to get the principal truckmen in that section to come together in conference, but that nothing had so far been accomplished. He requested further time for the committee and this was granted.



W. D. QUIMBY.

The annual report of the treasurer was next presented, this being read in detail. It showed a substantial balance on hand after all obligations had been met.

The main business of the meeting, the election of officers and directors for the ensuing year, was then proceeded with. H. M. Putney, Chairman of the Nominating Committee, presented the following names, as those chosen by the committee:

For President, Elmer J. Shiland; for First Vice-President, Harrison W. Annable; for Second Vice-President, W. H. Robinson; for Secretary and Treasurer, George F. Stebbins.

To be Directors: Alexander Grimes; W. C. Bray; W. E. Loveless; W. D. Quimby; L. A. Waterhouse; Albert Edgcomb; S. L. Hatch; A. H. Shedd; J. S. Lovering; C. F. Bowen; A. B. McLeod, and Joshua Harron.

Prior to any action on this list of selected officers, the committee desired to state that Vice-President Grimes had insisted that his name should not be considered for the presidency, owing to ill health, and that the committee was regretfully obliged to abide by his decision.

Mr. Quimby also desired to be relieved of his duties as a director, but as the committee could see no reason as good as that of Mr. Grimes, and as his well-known activities were considered essential to the welfare of the Association, his request was given short consideration.

On motion of Mr. Grimes the meeting voted that the secretary be instructed to cast one ballot for the officers presented. This being done, they were declared elected

to the respective positions for the year to follow.

Ex-President Loveless then thanked the members for their courtesy and consideration during the two years that he was head of the organization and welcomed the new president in fitting terms, resigning the chair to him.

A rising vote of thanks was tendered Mr. Loveless, on motion of Mr. Mallett, for the very satisfactory manner in which the affairs of the Association had been administered during his term of office.

On taking the chair, President Shiland assured the members that it would be his constant aim to keep up the good work at the pace established by his predecessors, and to so conduct the affairs of the office, that the Association would be able and ready at all times, to render assistance wherever needed in the many complications that arise in the trucking business.

All of the business of the meeting having been disposed of, the gathering adjourned at 11 p. m.

Work-Horse Relief Body Elect Officers.

At the last meeting of the Boston Work-Horse Relief Association, it was voted that Henry C. Merwin serve as president for the ensuing year; that Francis Peabody be vice-president; that Lewis A. Armistead be clerk, and that Joshua Atwood, Third, be treasurer.

Dr. F. J. Sullivan, L. B. Lovett, W. D. Hunt, William Rodman Fay, Henry C. Merwin, Arthur Perrin, Francis Peabody, Lewis A. Armistead, Joshua Atwood, Third, George H. Farrington, John H. Jewett, W. D. Quimby, Dr. F. H. Rowley, and G. F. Stebbins were elected directors.

Free Horse Hospital Great Success.

The Boston Work-Horse Relief Association maintains a free hospital for the horses of poor men. This has proved a great success, the number of patients varying from six to twelve. Various veterinary surgeons of Boston, especially those attached to the Animal Rescue League, very generously contribute the medical and surgical services required.

As a means of detecting and isolating cases of glanders, the hospital and the surgeons attached to it, have been very valuable. The hospital is conducted as a model stable also, and many sick, lame or galled horses have received there a cleaning up and a chance to rest and recuperate such as they never enjoyed before. Incidentally, the hospital serves as a receiving station for stray cats and dogs.

Massachusetts Society Has Busy Month.

At the monthly meeting of the directors of the Massachusetts Society for the Prevention of Cruelty to Animals, President Rowley reported that during the past month the agents of the society had examined 4,255 animals of which 510 were horses belonging to fish ped-

dlers and hawkers. One hundred and twenty-two horses had been taken from the work and eighty-three had been killed.

Glanders in Massachusetts Town.

Nine cases of glanders have been discovered in Malden, Mass., by agents of the State Department of Animal Industry. All of the animals have been killed. One owner has informed the authorities that he will have an autopsy performed, and if the animal killed did not have glanders, he will sue the State for \$300. Sometime ago the water in the drinking troughs was shut off by the Board of Health because of the prevalence of glanders. The board will communicate with the State authorities to learn why horses which have been condemned are allowed to be driven about the city.

Stable Fire Bill Favored.

A bill has been introduced in the Massachusetts Legislature by the Society for the Prevention of Cruelty to Animals, which is aimed to give better fire protection in stables. The bill provides that watchmen be kept in stables where more than six horses are housed, and stipulates that walls and exits shall be constructed in places where horses are kept on the second and third floors.

Waltham May Not Have Parade.

A meeting was held at the City Hall in Waltham, Mass., recently to consider the question of having a work-horse parade in that city this year. While the parade is looked upon with favor, no definite decision was reached, as it will be necessary for all who are interested to volunteer their services to insure the success of the project. There being a very small attendance at this meeting, an adjournment was taken.

A letter from H. C. Mervin, president of the Boston Work-Horse Relief Association was read, in which he expressed regrets at not being able to be present and stated that his Association could be depended upon to assist in every possible way.

Takes Up Crate Packing Question.

Editor, THE TEAM OWNERS' REVIEW:—I saw the article on page 12 of your March issue, entitled "Crate Packing for Furniture Soon to Disappear" and wish to say that we all believe this to be so, as the price of lumber is getting way beyond bounds and the cost of labor is also going up. With this in mind, I experimented some 2 years ago, by shipping two packages made of heavy paper board, by express from New York to the American Warehousemen's Association Convention, then being held at Chicago. One of the packages contained books, the other bric-a-brac packed in excelsior.

The package containing the books arrived in an unsatisfactory condition, it having been found necessary by the express company to rope it en route. The other package arrived in good shape. This was a special paper board made for packing purposes, the flaps being glued and the edges being covered with a special tape.

Being informed of the experiment of Messrs. Berkey & Gay, in connection with the furniture shipped to the Biltmore Hotel in New York City, I wrote them for their opinion as to the success of the shipment, and their letter indicated that this method of shipping was still in an experimental state.

It has long been the writer's belief that the makers of excelsior pads might develop their industry into the making of excelsior quilts that might be used in carload shipments of household goods, and these might even be made pliable enough for shipping some kinds of furniture less than carload shipments.

The difficulty that the furniture mover and furniture warehouseman is up against is the variety of shapes and sizes of furniture in one consignment. Shipping new furniture, as they do at Grand Rapids, they have any number of pieces of the same size and type. It is a comparatively easy matter to pack these, as they lend themselves to easy loading in the car.

This subject is worthy of a great deal of study and experiment on the part of the shipper of household goods and should have more attention than it is having. With this packing it is becoming important to consider the increasing expense, as we want to encourage packing when the high cost of labor and material is rather tending to discourage it.

WALTER C. REID, Lincoln Safe Deposit Co., New York City.

New Feed on Market.

Horsemen are greatly interested in the announcement that a new molasses feed in dry form has been put upon the market. This new feed is made by the Xtra-vim Molasses Feed Co., 26 Broad street, Boston, Mass. The name of the new feed is "Xtra-Vim."

It is put up in sacks like bran. The meal is not intended to be used alone, but should constitute only a part of the grain ration. West India molasses only is used in the manufacture of the meal. The company has erected four tank receiving stations on the Island of Porto Rico and recently launched a molasses tank steamer with a capacity of 800,000 gallons. The plant which has been erected on the water front in South Boston has a storage capacity of 3,000,000 gallons, insuring a continuous supply of raw material.

Special automatic machinery has been installed so that from the time the molasses leaves the plantation, reaches Boston and is thoroughly sterilized, concentrated and reduced to the form of a meal, it is handled entirely in bulk.

Horse Haulage Best in New York's Storm

A newspaper dispatch from New York City, dated March 19, stated that the snowstorms of the winter just ended had cost the Metropolis \$2,400,000, according to estimates compiled by the Street Cleaning Department and that another \$100,000 would be expended before the streets would be again in normal condition. Altogether, 5,000,000 cubic yards of snow were removed.

The cost of removing the snow when the fall reaches twelve inches, is about 56 cents per cubic yard, according to Street Cleaning Commissioner Featherstone, head of the New York City department.

On March 8, which was nearly 2 weeks after the last big storm of the season, more than 20,000 men were handling shovels for the Street Cleaning Department. Five thousand carts were hauling the frozen snow to the river dumps. It was estimated at that time that with such a large force at work, 100,000 cubic yards were being removed every day, but there was no noticeable lowering of the mounds that were piled up all over the city.

Conditions Bad in Shipping Center.

Below is given an illustration showing how the terrible storm of the last week in February crippled New York, when it was cut off from rail and wire communication with the outside world and was in danger

of famine. The street shown is West Street, where is carried on most of the shipping of America's greatest seaport. Thousands of teams and hundreds of motor trucks usually traverse this street every day, the traffic extending from the curb on one hand to the entrances of the piers and docks on the other in spite of the fact that the street is several times as wide as Broadway or any of the other streets. The picture shows how comparatively little traffic there was being carried on. A narrow path has been cleared along the street car tracks, this being just wide enough to permit a single line of teams going in each direction. Both storage battery street cars and horse cars are used on West Street. Two of the storage battery cars are shown stalled, teams having to go out around them.

The horse cars were drawn by four and six horses instead of by two as is the rule under normal conditions. Only one motor truck is visible in the illustration. The motor trucks were at a decided disadvantage, owing to the fact that few owners had been sufficiently far-sighted to provide non-skid devices for them when winter set in. They could not obtain traction under such conditions as are depicted, for the snow was ground down and transformed into slippery slush by the wheels of passing vehicles. At the left are two deserted horse wagons, the



Scene on West street, New York City's big shipping thoroughfare, after the snowstorm which crippled the city's traffic, showing how few teams are on the streets—The photograph is by Underwood and Underwood.

drivers having taken their animals to the stable because they could not pull out through the foot or more of heavy snow. A gang of men may be seen clearing the snow away from the front of one of the piers, in order that teams may reach the doors and carry away the freight which is piling up inside.

Newspapers Take Up Horse Question.

Immediately following the recent big snowstorm which crippled the traffic in New York City's streets for weeks, the newspapers and other periodicals of the Metropolis began publishing statements in their editorial and news columns for and against the work of the horses under the difficulties brought about by the storm. The New York "Sun" was one of the first papers to take up the question, dealing with the good work done by the city fire horses. The following editorial from the "Sun" is reprinted from "Life."

"It appears that the horse in cities still has his uses. According to the New York "Sun," the recent snowstorms in New York developed the fact that horses were the only possible way of getting fire-engines to fires, as the automobile engines were not suitable for this purpose.

"There appears to be no way of preventing snowstorms in winter, and there appears to be no immediate possibility of inventing an automobile fire-engine that will get to a fire through a snowstorm, or over banks of snow, and so the horse has shown himself to be a necessity during these emergencies.

"Thus we see that even a snowstorm in the city has its uses. If it will continue to preserve for us the picture of those noble animals employed by the city doing their duty, at least it will add one more bulwark to those rapidly diminishing human sentiments which the age of modern machinery is rendering obsolete."

The New York "Mail" was another paper to take up the question of the serviceability of the horse during the recent snowstorms. The "Mail" looks at the question from a humane point of view and is thankful that an "increasing proportion of the heavy wheeling of the city is done by motor vehicles." The "Mail" however, puts in a needed word for better pavements, showing up the wooden block pavements in their true light. Its editorial follows:

"The suffering and mortality among horses has been a shocking accompaniment of the long spell of snowy weather from which the city is beginning to emerge. Horses have been thrown ruthlessly, often to their death, not only as the result of the slippery footing, but by the rough movement of heavy vehicles, and the cruel swinging of poles and shafts, over the irregular and frozen masses of snow.

"The heart sickens at the thought of the torment and tragedy which the horses must face at such a time. One rejoices that a constantly increasing proportion of the heavy wheeling of the city is done by motor vehicles. But horses can be made useful under snow conditions

which often defeat the motor vehicles. It is the murderous thing which we call the poor creatures to do.

"The thing which helps the horse most is a good pavement. The more permanently and carefully a pavement is laid, the more merciful it is to the horses that traverse it. Wooden block pavements are not merciful, for when such pavements are wet or snowy, a horse finds no footing upon them. Humane people, as well as those who are shocked at the economic loss of horseflesh in such a time as we have had, should be ardent friends of thorough and sensible paving methods. They should also agitate for improved methods of snow removal."

Bridges and Tunnels for Vehicle Traffic to Connect New York and New Jersey.

On March 18 a combined meeting of the Motor Truck Club of America, the Electric Vehicle Association of America and the Automobile Club of America was held in the rooms of the latter in New York City to listen to the reasons for bridges and tunnels for vehicular traffic between New York City and the New Jersey shore of the Hudson river.

The guests of the evening were the members of the New York State Bridge and Tunnel Commission and the New Jersey Interstate Bridge and Tunnel Commission. Those of the former body who were present were General George P. Dyer, E. W. Bloomingdale, McDougall Hawkes, A. J. Shamberg and J. M. Kracke. The New Jersey Commission was represented by W. H. Noyes, Col. J. Hollis Wells, DeWitt Van Buskirk, George Limouze and John J. O'Leary. Both commissions were accompanied by their counsel, Senator Martin Saxe of New York and Senator J. A. C. Johnson of New Jersey, as well as by their engineers, Henry W. Hodge of Boller, Hodge & Baird, experts on bridges, and J. Vipont Davies of Jacobs & Davies, tunnel engineers.

President Duck of the Motor Truck Club occupied the chair and introduced the speakers. The two chairmen of the commissions spoke but briefly, leaving the bulk of the discussion to their counsel and engineers. Senator Saxe briefly outlined the history of the bridge and tunnel enterprise and Mr. Hodge spoke on the proposed bridge connecting Fifty-seventh street, Manhattan, with the New Jersey Palisades. Mr. Snider, representing Mr. Davies, explained the tunnel at Canal street, Manhattan. Both the engineers illustrated their remarks with stereopticon views. At the close of the formal presentation of the subject, a general discussion followed, the officials in charge of the enterprise explaining many points on which the audience desired information.

Outlines Bridge Proposition.

"The proposed bridge across the Hudson river at Fifty-seventh street," said Mr. Hodge, in outlining that branch of the enterprise, "will be the greatest artery of

traffic coming into New York. It will be equipped with street and elevated railroad tracks sufficient for carrying 150,000 people per hour in either direction in addition to two driveways each 32 feet wide and two sidewalks, each 10 feet wide."

Such a bridge would cost approximately \$42,000,000 it is said, but the return from the investment would pay both New York and New Jersey, the former in money spent in the city by the increased population which would come into the new territory thus opened up, and the latter by the increased land values and tax returns.

Some difficulty is being experienced in financing the undertaking, a bill now being before the New Jersey Legislature providing that two or more counties may join together and bond themselves for the purpose of raising one-half the funds. In New York a constitutional amendment has been introduced, providing for the creation of a state debt of \$25,000,000. New York City is paying 75 per cent of the money appropriated for good roads in the State, although practically the entire highway system is located west of the Hudson river, where it is of no direct benefit to the city. It is felt to be the duty of the State to link up this highway system with the streets of New York City by connection with New Jersey. The city itself will not be in condition to finance these enterprises for some time.

Explains Tunnel at Canal Street.

"There is no doubt that where conditions are favorable," said Mr. Snider, in explaining the tunnel project, "a bridge is the most pleasant way of crossing a body of water, but the conditions in many places are such that a bridge cannot be built at all, or only at great expense, with the use of piers or other obstructions which seriously affect the freedom of navigation. Where shores are high, the approaches to a bridge are short, and the conditions favor such a structure, but where the shores are low and the cost of foundations expensive, the conditions favor tunnels.

"In the case of the Hudson river, to build a bridge at Canal street without intermediate piers in the center of the channel would necessitate a span of 2,800 feet. The largest bridges now in existence are the Forth bridge with a 1,700-foot span and the Quebec bridge with a span of 1,800 feet. Both of these are cantilever bridges. The longest suspension bridge is the Williamsburgh bridge with a span of 1,600 feet.

"It will thus be seen that conditions are favorable for a bridge in the northerly part of Manhattan and favorable to tunnels in the lower end of the island. A tunnel at Canal street would be well placed for continuous routes with the existing bridges over the East river and with the towns on the west side of the Hudson.

"A pair of tunnels is proposed—one for traffic in each direction—each tunnel to have a roadway at least 16 feet wide, providing for two lines of traffic, one slow moving and the other fast moving in either direction. Such a pair of tubes at the location suggested can be built for \$11,000,000.

"The highway tunnels in London—the Blackwall and the Rotherhithe—are both successful, accommodating about 1,000,000 vehicles per year. There is a tunnel under the harbor of Glasgow, Scotland, having two tubes for vehicles and a third for pedestrians. Access to this is by elevators as is the case with the highway tunnel under the Elbe at Hamburg.

"The capacity of the tunnels proposed would be about 5,000,000 vehicles each per year, which is about 10 per cent of the total daily traffic, this figure being based upon the maximum-hour traffic."

Advantages of Bridge and Tunnel Connection.

Every business man who receives or ships freight to or from New York City, will readily perceive the advantages that this bridge and tunnel communication would have for him. Because of the barrier established by the Hudson river, most of the goods destined for New York whether brought in by railroad or steamship, are at present brought in by lighters, taken to the docks in Manhattan or Brooklyn and then carted to warehouses and stores. At least a day's time and considerable expense could be saved if this great volume of freight could be handled directly to and from the yards and piers with proper bridge and tunnel connection.

To some extent the ferries are used for this purpose, but the service maintained is entirely inadequate, imposing long and tedious delays on traffic. The ferry companies are not entirely to blame, for the opening of the Hudson tubes meant tremendous losses in passenger traffic and ferries are now being run at a loss or on a small margin of profit. While the number of vehicles crossing the Hudson river is greatly increasing, the number of ferry boats plying between the island and New Jersey is on the decrease. The Pennsylvania Railroad discontinued the operation of its Twenty-third street ferry after the opening of the tubes and new station and it is now predicted that other railroad ferries will be discontinued.

According to statistics, the annual price paid to ferry companies for carrying automobiles and wagons across the river amounts to approximately \$1,700,658. In all 919,800 boat trips are required. It is estimated by the New York and New Jersey Commission that of the 6,130,945 vehicles that annually cross the Hudson at present, about 2,219,635 could use the proposed Canal street tunnels. The greater part of New York City's food supply comes across the Hudson river.

Horses Poisoned in Philadelphia.

Thirty-five horses were poisoned by some unknown person in the stables of Landenson & Sons, in Philadelphia, recently, twenty-seven of the animals dying shortly afterward. The police are at work on the case, but have not yet discovered a clue. Rewards totalling more than \$500 have been offered for the capture and conviction of the poisoners.

Traffic Experts to Assist Aldermen.

The Committee on Public Thoroughfares of the Board of Aldermen of New York City has appointed eight men who have an intimate and practical knowledge of traffic conditions and problems to act as an advisory board to the committee in preparing some contemplated measures for the betterment of traffic. The board is to undertake a thorough investigation of traffic conditions as regards congestion, safety and regulation in order to be able to suggest plans for bettering conditions to all forms of traffic.

The men appointed are: George H. Pride, of the Heavy Haulage Co.; Robert Grier Cooke, of the Fifth Avenue Association; J. K. Orr, of the New York Team Owners' Association; E. P. Goodrich, engineer of the Borough of Manhattan; Samuel W. Taylor, of the Uniform Motor Vehicle Legislation Commission; James A. Blair, Jr.; John C. Eames, and Alexander R. Piper. Louis Graves, examiner to the president of the Board of Aldermen, will act as secretary to the new board.

Below is given the plan and scope of the work of the Citizens' Street Traffic Committee of Greater New York, as finally adopted:

1—Additional police supervision by increased traffic squad.

2—Additional regulation of traffic by State law and ordinance to accomplish:

(a)—More systematic and orderly use of the streets;
(b)—Supervision of traffic so that the various classes shall be restricted to appropriate hours;

(c)—Most efficient regulation of trucking by classification of service, regulation of hours for deliveries, and regulation of the direction of traffic.

(d)—More efficient regulation of traffic during exceptional periods as when cab service is delayed and impeded in waiting for church, theatre and opera house audiences.

3—The better regulation of surface car traffic with a view to eliminating or reducing its interference with other traffic. The enforcement of the law and the procuring of additional legislation if necessary to compel the street railway companies to pave between the tracks and to keep the pavement between the tracks and adjacent to the same in good condition.

4—The supervision of the streets with a view to seeing:

(a)—That the surface thereof is interfered with as little as possible;

(b)—That contractors, both paving and others, be requested to do their work in accordance with the specifications;

(c)—That back filling where streets are cut open is properly done;

(d)—That public officials be encouraged in their effort in seeing that the work of their departments is done competently and in accordance with the contracts.

(e)—The improvement of street paving with a view to largely reducing the enormous wear and tear caused to vehicles by the bad condition of the street pavements.

(f)—The study of specifications for street pavement and an effort to bring the same to a recognized standard of merit.

5—The study of the use of the streets by pedestrians, with a view to regulating such use for the preservation of life and limb and the facilitating of street traffic.

6—A study as to the proper size, weight, and loading of vehicles which should be allowed the use of the streets.

7—A consideration of the present highway law with a view to eliminating any objectionable features thereof and strengthening the law with a view to accomplishing a more safe and sane use of the streets.

8—A study of the methods of street cleaning and snow removal.

9—A study of the widening of streets with a view of securing additional space for vehicular traffic.

10—A study of the value of having a central bureau to which all accidents should be reported on a standard form, there to be classified and kept ready for access.

License Reciprocity in Neighboring Cities.

Deputy City Attorney Howard, of Pasadena, Cal., has paid a visit to the officials of Los Angeles for the purpose of arranging for a recognition of the licenses of other cities in Pasadena and the recognition of Pasadena licenses in other cities. The object is to permit Pasadena expressmen and public vehicle owners to ply their trade between the two cities without having to take out licenses in both.

A strict interpretation of the city laws at the present time would require an expressman having a trunk to deliver in Los Angeles from Pasadena, or vice-versa, to hold a license in both cities. The Los Angeles officials agree with Mr. Howard in his contention that the licenses for a certain service issued in one city should be recognized for temporary use in the other. This recognition would permit the expressman with a license in Los Angeles to haul goods to Pasadena for delivery, or vice-versa.

Teamsters Ask Increase.

The teamsters of Utica, N. Y., have demanded an increase in wages to take effect on April 1. It is understood that the demand is for \$15 per week for team drivers, \$14 per week for heavy singles, and \$13 per week for drivers of light rigs. An increase from the present figure of \$10.50 to \$12 per week for helpers on coal wagons is asked. In addition the men want full time for overtime work and pay for holidays. No statement has been made by employers as to whether or not the increase will be granted. According to the adjustment made last year, \$14 was the maximum pay for teamsters.

Newark Horse Parade on May 9.

The Road Horse Association of New Jersey is holding meetings regularly each week in preparation for the annual parade which will take place this year on May 9. Should rain postpone the event on that date, it will be held the next week or the first clear Saturday following. The parade will be similar to that of last year, all horse drawn vehicles, pleasure as well as commercial, being allowed to enter. Various divisions will be formed for one-horse wagons, teams, light delivery wagons and trucks and wagons that engage in heavy hauling.

Attack On Commissioner Arouses Owners

Bill Introduced in Massachusetts to Make Officer a Veterinarian Is Opposed by Local Association.

By W. D. Quimby, New England Representative.

ON February 26 a meeting was held before the Agricultural Committee of the State of Massachusetts on House Bill 1410. At this meeting, both the advocates and the opposers of the bill were heard by the Committee. Feeling ran strong on both sides, even leading to personalities.

The object of House Bill 1410, which was introduced by John A. O'Connell and supported by a petition which he led and which was in turn supported by many veterinarians of the Bay State, is to make the Commissioner of Animal Industry of the State a veterinarian instead of a businessman, as is at present the case.

The bill provides that the Commissioner shall be a registered veterinarian; that he shall hold office for 3 years and draw a salary of \$3,500 in addition to his necessary expenses, and that he may appoint a clerk at a salary of \$1,200 per year. It further provides that the Commissioner shall have the powers and perform the duties formerly delegated to the Board of Cattle Commissioners and the chief of the Cattle Bureau, but that no orders or regulations from him shall be effective until approved by the governor and council.

He shall make a written report at the first of each year to the general court, 1,500 copies of this report to be printed, the Commissioner to have 600 copies bound for his use.

Boston Board of Health Gets City Jurisdiction.

In addition to defining these duties of the Commissioner, the bill states that "Except in the city of Boston, the Board of Health of a town, any member or agent thereof, or any person who has knowledge of or reason to suspect the existence of any contagious disease among any domestic animals, whether this knowledge is obtained by personal examination or otherwise, shall immediately give notice thereof in writing to the Commissioner of Animal Industry, or to an inspector of animals for the town where the animal is kept; but in the city of Boston, notice shall be given to the Board of Health of that city. Whoever fails to give such notice shall be punished by a fine of not more than \$100."

The appointment of animal inspectors is provided for by a section which states that "The mayor and aldermen in cities, except Boston, and the selectmen in towns shall annually nominate one or more inspectors of animals and before the first day of April shall send to the Commissioner of Animal Industry, the name, address and occupation of each nominee. Such nominee shall not be appointed until approved by the civil service commission."

The chief objections to this measure are based upon the fact that the Commissioner of Animal Industry, who is a business executive instead of a professional man at present, has conducted his office in a thoroughly efficient manner, resulting in satisfaction to the team owners. He has not been quick to judge a horse afflicted with glanders and thus has made few mistakes which are costly to the State and to the team owner. He has been especially careful to prevent the spread of glanders by insisting upon disinfection wherever a case of glanders has been found.

O'Connell Indulges in Personalities.

The petitioners supporting the bill were represented by John A. O'Connell, ex-Congressman of Boston, who in a tactless and unjudicial manner launched into a violent attack on the present Commissioner of Animal Industry, basing that attack not on one single specific instance of failure to satisfactorily perform the duties of his office, but on the supposition that he had built up a so-called political machine, which machine had been brought to bear to fill the hearing room with opponents of the bill under consideration, all of whom were directly interested for personal reasons in the continuance of the administration of the present commissioner. He further gave a striking illustration of his lack of real material to work on by charging that the commissioner had brought his wife and stenographer to the hearing for the purpose of influencing the committee and those present. For this latter remark he was soundly rebuked by Senator Charles Ward, Chairman of the Committee, who stated that never in his experience had the name of any woman been brought into a hearing by a petitioner and that he considered the ex-congressman's attitude both indecent and unjust. This statement on the part of the Chairman of the committee was heartily applauded by those present.

With the exception of the charges above referred to, no effort was made on the part of the petitioners to discredit the present administration of the department, except as it was charged that the present commissioner had been poorly advised, and that the horse-owners of the city of Boston were practically unanimous in their disapproval of the present administration and were heartily in favor of the return of authority to the Health Board of the city of Boston.

Veterinarians Have a Grievance.

The ex-congressman called as witnesses, three veterinarians from the city of Boston, all of whom emphasized the fact that their principal grievance was that they had

not been especially benefited under the present administration. This complaint was of course not frankly expressed, but was appreciated quite as clearly by those present. Every speaker for the bill made clear the fact that the salary now paid the commissioner, namely, \$3,500 a year, would be excessively attractive to a veterinarian because of the fact that their services were not in such excessive demand by individuals as to preclude the supposition that they could be induced to accept this position at the State's hands even though (it was baldly announced by one of the speakers) his diligence in business had resulted in his developing a degree of affluence represented by the possession of the "three, all paid for, flatters."

Quimby Speaks Against Petition.

In opposition to the petition, the first speaker, W. D. Quimby, Chairman of the Board of Directors of the Boston Team Owners' Association, refuted in no uncertain terms the declaration of the petitioners to the effect that those in opposition were associated with the work of the department and had been coerced into appearing there to perpetuate the political life of the Commissioner. Mr. Quimby further stated that, contrary to the declaration of the petitioners, the horse-owning public of the city of Boston were not anxious for a return to the old regime whereby the control of glanders and rabies in the city of Boston would be under the local health board of that city, and stated that he could get an endorsement of the present administration of the department signed by 80 per cent of the horse owners of Boston. He called attention to the fact that the stables in the city of Boston are now being thoroughly disinfected; that quarantines against infected areas had been issued; and, in fact, that the general work of the department showed decided progress over the methods of only a few years ago.

"A short time ago," continued Mr. Quimby, "when the glanders situation was under the supervision of the Boston Board of Health, the Board used to see that the stalls were disinfected after afflicted horses were taken out. There was an order which provided that blacksmith shops, where horses were hitched and had an opportunity to distribute the disease from their noses onto the boards and ropes near them, should be made sanitary by disinfection, but neither had been done for the last 4 or 5 years.

"Since the new Commissioner came in, and a maximum of \$50.00 was paid for each horse ordered killed for glanders, by the Animal Industry Commissioner, no payment is made until the man who loses the horse certifies that the stalls have been properly disinfected. Even then, before payment is made, an inspector visits the place and he must certify the same thing. This is a great step toward eliminating glanders.

Commissioner Must Proceed With Care.

"Some of the previous speakers mentioned the fact that the horses were not killed as fast as they should be. The position of the Commissioner is a very disagreeable one. He must be endowed with the sweetness of an angel, the fighting qualities of a Napoleon, and the

diplomacy of a Machiavelli, in order to take owners horses and have them killed, afterward paying a small percentage of their value and yet having each man satisfied. The veterinarians made no charge against the Commissioner as to negligence, but stated that he had done the best anyone could do under the circumstances. There are two classes of men who never make mistakes; one is that class that never does anything, and the other, that class that is dead.

"Some of the veterinarians alluded to the time between the notification of the Animal Industry Commissioner and the time that the horses are killed as being too long. It should be thoroughly understood, that the Commissioner does not care to pass his own judgment on the property of other people and let that stand as final. He has a regular system which must be gone through. This includes a blood test taking considerable time for determination. Sometimes the second test must be taken before a decision can be safely made.

"The nervous veterinarian who has given his opinion that the horse has glanders and should be killed, rests uneasy until the horse is destroyed. His position is quite different from that of the Commissioner. If the latter mistakenly kills a horse, the State must pay the full value of the animal, so it can be seen that each case has to be treated individually and that the greatest judgment must be used not to abuse the power of the Commissioner.

Snap Judgment Expensive.

"There are veterinarians who give their opinions on glanders, these opinions amounting to guess-work, only. They would be willing that horses should be killed on such snap-shot judgment.

"The present administration of the Animal Industry Department has the full confidence and unqualified endorsement of the Team Owners' Association of Boston."

Other speakers in opposition to the bill were Ex-Senator Frank P. Bennett, Jr., of Saugus, County Commissioner James C. Poor, of North Andover, representatives of the State Grange, Massachusetts Cattle Owners' Association, Boston Market Gardeners' Association, and several prominent officers and members of the Boston Team Owners' Association. Representative Samuel L. Collins, of Amesbury, made a forceful plea for the continuance of a condition that was known throughout the State to be satisfactory.

Representative George P. Webster, of Boxboro, spoke from the standpoint of the farmers' satisfaction with the present administration. Mr. Bennett took up in detail the attack made by Ex-Congressman O'Connell, refuting charge after charge in a masterful manner. At the conclusion of his remarks there was not a particle of evidence that had been offered by Mr. O'Connell that was not thoroughly disproved.

Mr. Bennett referred the committee to the management of the farm of the present Commissioner as an ex-

ample of his fitness to conduct the State's business. He especially emphasized the fact that the passage of the bill petitioned for would be manifestly unfair to the citizens of the city of Boston inasmuch as it would debar them from any benefit under the provisions of the so-called glanders compensation bill, as the law provides that the State may pay for only such horses as are killed by order of the Commissioner.

County Commissioner Poor called especial attention to the care exercised by Governor Draper in the appointment of a successor to Dr. Austin Peters, citing the fact that the appointment of a veterinarian was urged at that time with extreme energy by the veterinary profession. Mr. Poor called attention to the well-known fact that Governor Draper's principal political asset was the reputation he had established for making careful study of the demands of any situation before appointing a person to fill such situation, and that this whole matter was studied by Governor Draper long and carefully with the result that a business rather than a professional man was selected by him to fill a position that he recognized to be more executive than professional.

Representatives of the various organizations charged the petitioners with having failed flatly to bring any specific charge of inefficiency or incompetence against the Department under the present administration, and very baldly estimated that the fact that the position was attractive from a lucrative standpoint was the real incentive behind the petition. The petitioner was given leave to withdraw.

How the Commissioner Conducted His Office.

As an indication of how the Commissioner conducted his office to the advantage of all concerned, THE TEAM OWNERS' REVIEW gives below a brief synopsis of some of the orders he issued and the methods that he had.

On October 29, 1913, he issued an order to the effect that all horses and mules brought into Massachusetts from the States of New York, Connecticut and Rhode Island, must be accompanied by a permit from his office, as glanders was exceptionally prevalent in those States. In case any animals were brought into the State without such a permit, the recipient of the order, which was sent to all transfer companies, inspectors of animals and others interested, was instructed to notify the office of the Commissioner at once. If it should be necessary to unload the animals from the car in which they came, this was permitted on condition that they could not go out of the possession of the agent or off the recipient's premises until permission should be obtained.

Any person importing animals from the States named, was instructed to notify the local animal inspector and to report in writing to the Department of Animal Industry, upon their arrival, giving the number of animals brought in, the place where they were procured, the point of arrival and the destination within Massachusetts.

All the animals should undergo a physical examination at the hands of the agents of the Department, this examination to be made at the expense of the State. All the animals brought within the State for delivery were ordered quarantined upon the premises and at the expense and risk of the consignee until released by the Commissioner. Animals believed to be diseased were to be killed.

Under date of July 30, 1912, F. F. Walker, Commissioner of Animal Industry, issued an order the substance of which was that all horses or mules in the State should be subject to such treatment or tests for the detection of glanders as the Commissioner might deem necessary. Animals re-acting to such treatments were ordered held in quarantine until released by the Commissioner, the Commissioner giving permission to use animals which did not show physical symptoms of glanders. Animals developing physical symptoms of glanders were ordered killed.

Disinfection Provided for in Infected Stables.

When an animal affected with glanders died or was killed by order of the Commissioner, the stable formerly occupied by the animal was ordered disinfected according to the rules of the Department.

Except with the approval of the Commissioner, horses or mules could not be sold from or introduced into, or in any manner removed from a stable where animals suspected of having glanders were under the tests or observation of the Department. The same restrictions applied to the stable of any owner who had been notified that his stable was infected with glanders.

Blacksmiths were ordered to keep their shops free from infection and to disinfect them when directed to do so by the Commissioner or one of his agents. The authorities were ordered to close the public watering troughs in instances where the Commissioner considered it advisable to do so and the authorities of cities and towns where cases of glanders should occur were ordered to have the watering troughs cleaned at least once each week during the summer months.

Order Sent to Blacksmiths.

The Commissioner got up a circular letter to accompany an order to owners and tenants of blacksmith shops in the city of Boston, which was sent out on November 24, 1913. The letter called the attention of the recipient to the enclosed order, with which was a copy of the Department's rules and regulations for disinfection. The letter also called the attention of the blacksmith to the grave condition confronting the horse-owning interests of Boston because of the prevalence of glanders. The blacksmith was told that an agent of the Department would visit his place from time to time to see that the provisions of the order were being complied with, and that certificates to this effect would be furnished upon application.

The order provided that all the blacksmith shops in the city of Boston should be kept freshly white-washed and disinfected. Hitch ropes, chains or other means of

confining horses while in the shop were ordered sponged, sprayed with, or dipped in a disinfectant solution and the walls faced by the animals disinfected at least once each day. The floors should be disinfected once each week.

Departmental Rules and Regulations for Disinfecting.

Another letter sent out by the Commissioner to accompany the printed rules of the Department for disinfection ordered that the manger and feed rack (if of wood) of the horse recently killed by order of the Commissioner because of glanders, should be removed and the stall thoroughly disinfected. The recipient was ordered to sign and return a postal card which was enclosed, certifying that he had complied with the directions of the order. It was stated that no warrants for payment would be approved until the work was satisfactorily completed.

The regulations of the Department read as follows:

I—Sprinkle or spray the stall, stanchion or place to be disinfected, with sufficient water or disinfectant solution to prevent the dust rising.

II—Remove all dirt, cobwebs, manure, rubbish, etc., and where practicable tear out wooden mangers, hay-racks, loose boarding, etc., and burn them.

III—Apply thoroughly to walls, floor, ceiling, all exposed woodwork, gutters and drains, either one of the following disinfectant solutions:

Bichloride of mercury (corrosive sublimate)	1 part
Water	1,000 parts
Carbolic acid	4 parts
Water	100 parts

After this has dried, make a second application of the disinfectant solution in the same way, after which the place should be whitewashed, or painted if desired.

Watering-troughs, halters, harnesses, brushes, wagon-shafts, etc., with which the animal has come in contact should be scrubbed or soaked with disinfectant.

Corrosive sublimate is a dangerous poison, and managers or places which animals can lick should be washed before another animal is allowed to occupy the place disinfected.

Whenever possible, the stall or stanchion should be left vacant for some time.

Sunlight, good ventilation and proper drainage are a great aid in maintaining a sanitary stable, and should be given particular attention.

Owners of animals which are killed because they were infected with a contagious disease and for which compensation is allowed are reminded that no compensation will be allowed by the Commonwealth to any owner or owners of condemned animals who have failed to comply with any and all reasonable regulations in regard to cleanliness, ventilation, light, disinfection and water supply which may have been imposed by the Department of Animal Industry. Any owner or owners of animals who shall refuse to comply with any of such regulations may be punished by a fine not exceeding \$50 for each offense, as provided by law.

Planning to Build Home for Animals.

The Pasadena Humane Society, Pasadena, Cal., is planning to purchase a site for an animal home. The general public has been asked to contribute, \$1,000 being already pledged.

How Teaming Influences Coal Business.

Congratulations are due "The Retail Coalman" for the article "One Way to Handle the Teams," which appeared in its February issue.

The article deals with the problem of a large retail coal dealer who found his teams a great expense during the dull season and who decided that some way should be found to keep the teams busy the year round.

To quote from "The Retail Coalman":

"It's a bromide among the men who know, that the coal business is a teaming business."

The coalman in question, having a large business and employing many teams, organized a company to carry on a regular teaming business. To this company was turned over, for a consideration represented by stock, the teams and wagons belonging to the coal business. The teaming end of the business, consequently became an entirely separate business, although the teaming company was controlled by the coal concern.

The actual management was put into the hands of a man who was thoroughly familiar with the teaming business.

A charge of between 50 and 60 cents per ton was made to the coal company for delivering its goods, this being the current rate charged by other teaming concerns. The coal company was given the preference in the use of the teams.

During the dull months of the summer, when the coal business was slack, plenty of work to keep the teams busy was found in hauling contractors' supplies, this being one business which has a season the reverse of the coal season.

New York Vehicles Must Have Lights.

Governor Glynn, of New York, has signed the bill which the motoring interests have been supporting, which provides that all vehicles, horse drawn as well as motor propelled, shall carry lights. Heretofore only the motor vehicles have been compelled to carry lights. The light is specified as a red one, visible from the rear.

The new law requires that all vehicles shall carry lights from one hour after sunset to one hour before sunrise. Vehicles traveling on any street on which there are street lights not more than 500 feet apart, and wagons loaded with inflammable hay or straw are exempt. Some of the team owners in New York State are fitting electric lights with small storage batteries to their vehicles, it is said.

Scranton Strike Practically Settled.

The teamsters' strike in Scranton, Pa., is practically settled, the draymen having signed up with an advance of \$1 per week in wages and a 9-hour day, with time and a half for Sundays and holidays. Coal haulers and general teamsters have not yet signed up. The drivers demand a 9-hour day and an increase of from \$2 to \$3 per week.

Molassine Meal

MADE IN ENGLAND

Unique—Distinctive—Superior

It is made by a *special prepared process* which produces a feed absolutely unlike anything else in the world.

For 20 years it has watched imitators come and go, but today Molassine Meal holds the field as the one and only feed of its kind that will produce the results claimed.

It is today being fed and recommended by Agricultural College Graduates, who having carefully educated themselves in the theory of farm problems, now find Molassine Meal in every day practical farm life produces most satisfactory results.

Insist on having Molassine Meal, as nothing else will take its place.

If your regular grain dealer will not supply you, write us—in fact, write us anyway, for we are quite sure we can improve your feeding ration.

AMERICAN ICE COMPANY

WASHINGTON, D. C.

When your salesman called on me, some months ago, I very reluctantly agreed to try out Molassine Meal on five horses from four of our stables—**20 HORSES IN ALL**. These were young, green horses, not in good condition.

In less than four weeks they showed most surprising improvement, gained from 40 to 65 lbs. each, and are now working regularly every day.

I cannot say anything too good about Molassine Meal.

Yours very truly,

GEO. A. LOVELESS,
Supt. of Stables.

January 5, 1914.

Molassine Meal is absolutely unlike anything else in the world; it is **not to be fed alone**, but is always fed with your regular ration.

Feed three quarts per day to each horse in place of the same quantity of other fodder. In the course of a few weeks you will see improved results in the shape of strength and energy, glossy coat, and less perspiration.

Have you had a copy of our latest Book? It's free.

Look for this
Trade Mark
on every bag.



"MOLASSINE MEAL" is put up in bags containing 100 lbs. Ask your Dealer for it or write direct.

MOLASSINE COMPANY

OF AMERICA

324 Board of Trade,

Boston, Mass.

St. John, Montreal, Toronto, Winnipeg.

::: Motor Truck Owners' Review :::

Contractor Compiles Cost Figures.

John C. Sheridan, chief engineer and general manager of the Cranford Co., Brooklyn, N. Y., contractors, who have been engaged on the New York Aqueduct job for several months past, has compiled a statement of the cost of maintaining and operating the seven three and one-half-ton Garford motor tractors which his firm has been using. The statement of cost covers 9 months ending December 31, 1913.

The cost tabulation and the story of how the trucks worked out for the Cranford Co., are given below as they appeared in "The Bulletin" of the General Contractors' Association for February:

"Cranford company during the season of 1913 had in operation seven Garford three and one-half-ton tractors with semi-trailer bodies.

"These trailer bodies during the previous season had been in use as three-horse trucks and were adapted to tractor service by removing the front running gear and extending the goose-neck.

"The bodies (capacity, 135 cubic feet, bottom dumping) had been specially built for the asphalt business. They are lined with sheet steel, covering a heavy asbestos inner lining and are used for sand and broken stone as well as the hot asphalt mixtures.

Much Experimenting Done.

"Much experimental work was done in perfecting the trailers. The first attempt was to use the old axles and wheels with iron boxes, trying various devices for lubrication as well as different grades of lubricants. It was found that graphite greases gave the best results, but the boxes would run hot after fifteen or twenty miles, the load being seven and a half tons, speed twelve to thirteen miles per hour. It was found too, that the wheels, heavy and well built, designed for the load, horse-drawn, would not stand up at the speed of twelve miles. Bronze boxes were then tried. As difficulty was experienced in keeping them wedged tight, a special form was cast with a collar extending in somewhat of the shape of a three-leaf clover. The box was then bolted through the leaves and through the wooden hubs of the wheels. The first bronze boxes were rather light and were used with the original axles. After it was seen that their use was entirely practicable heavier axles (three and a half inches square) and heavier boxes (three-quarters of an inch thick) were placed on all the trailers.

"Hecla Anti Friction Bronze was used. The results have been extremely satisfactory—no "hot boxes," perfect lubrication and no appreciable wear after approximately 9,000 miles of service.

"Lubrication is obtained through two compression

cups on the hub; one inside, the other outside of spokes. The cups are on nipples through the hub and box, feeding into grooves in the box so as to cover the axle arms; one cup feeds close to the collar.

"The wheels now in use are special Sarven wheels four feet four inches in diameter; hubs, sixteen by ten inches; tires, six by one and one-quarter inches; rims, two and one-quarter inches. These wheels have done remarkably well. Of the fourteen wheels but two required resetting of tires, and one of these on account of opening at weld. The tires were set cold so that rim was not charred.

Had Trouble With Trailer Connection.

"The trailer was connected to the tractor by a heavy king pin, the weight resting on a flexible fifth wheel, the upper part of which revolves on a longitudinal axle and the lower on a transverse axle. With the resulting freedom of motion, all differences in grade and inequality and roughness of road are taken up without strain to either the trailer or tractor. At the start there was a serious defect in the connection to the chassis, the rigid king pin connection and considerable trouble was encountered during the year on this account.

"The trailer loaded has a gross weight of about 19,000 pounds of which 65 per cent or about six tons is on the rear axle and about three and a half tons resting on the chassis. This load on the chassis would develop the full tractive effort and with the dead load behind rigidly connected, the weak point in the transmission would give way.

"Prompted by the experience gained during the year on this work, the Garford company has put in a new and heavier transmission of different design which it is believed will do away with further trouble from this source. It is understood that their 1914 three and a half ton tractors will all be equipped with the new transmission.

"While the defect was in the transmission, the source of the trouble was in the rigid connection of tractor and trailer. This connection has been greatly improved by the introduction of a shock absorber—a device upon which patents are pending. This device has been fully tested out under working conditions and answers the purpose perfectly. Despite the defect mentioned which is perhaps merely an incident due to revolutionizing the transportation equipment, the Cranford Co. is so well satisfied with the results accomplished by the tractors that it has placed an order with the R. & L. Co. for five Garford tractors of the new model.

"The next step in improvement will be on the trailers. All the three-horse trucks have been adapted to tractors and as occasion requires new trailers will be built with somewhat longer wheel base and inward sloping rear

end so that the dumping gate will open free of the wheels instead of locking against them as they now do when load is dropped. Pulling out of the dropped load will then be very much easier than now.

"The drivers operating the tractors are all old drivers, men who have been with Cranford Co. from 10 to 20 years. It is remarkable, the ease with which these old drivers picked up their new occupation.

"A statement of costs is presented in the following column. In the item of "interest" the cost of tires is excluded. It will be noted that depreciation is figured both on tractors and trailers at 33 1/3 per cent. This may appear unduly conservative, but we will let the final determination abide the event. The same remarks apply to the proposition of charging interest on only a percentage of the investment because a percentage is charged off for depreciation.

"It will also be noted that no charge is made for garage storage. Cranford Co. maintains its own garage fully equipped and makes all repairs."

STATEMENT

Cost of Operating Auto Tractors Nine Months Ending December 31, 1913.

CRANFORD Co.

	Average cost (cents) per mile.	Average cost (cents) per ton.	Average cost (cts) per ton mile.
Fixed Charges.			
Insurance (Liabilities, etc.)....	\$0.0144	\$0.0191	\$0.0042
Interest (5%) .....	.0174	.0229	.0053
Depreciation Tractors (33 1/3%)..	.0877	.1162	.0265
Depreciation Trailers (33 1/3%)..	.0367	.0486	.0107
Total	\$0.1562	\$0.2068	\$0.0467
Operating Charges.			
Drivers (\$18.00 per week) .....	.0616	.0815	.0184
Tires (actual) .....	.0385	.0512	.0116
Gasoline .....	.0552	.0731	.0166
Oil and grease .....	.0125	.0164	.0037
Expense (miscellaneous) .....	.0041	.0054	.0012
Total	\$0.1719	\$0.2276	\$0.0515
Maintenance Charges.			
Tractors—			
Replacement—Labor	\$0.0316	\$0.0419	\$0.0095
Replacement—Parts .....	.0058	.0078	.0018
Accessories—Labor .....	.0073	.0096	.0022
Accessories—Various .....	.0126	.0165	.0037
Overhauling and painting ....	.0240	.0318	.0072
Total	\$0.0813	\$0.1076	\$0.0244
Trailers—			
Repairs—Labor	\$0.0150	\$0.0199	\$0.0046
Repairs—Material .....	.0050	.0067	.0015
Painting .....	.0032	.0042	.0009
Total	\$0.0232	\$0.0308	\$0.0070
Grand total	\$0.4326	\$0.5728	\$0.1296
Cars were operated (cardays).....	1,081		
Cars covered (miles)	58,400		
Cars carried (tons)	44,095		
Total (ton miles)	194,919		
2 cars received February 25	526 car days to Dec. 31, 1913		

1 car received April 25 211 car days to Dec. 31, 1913
4 cars received, April 30 828 car days to Dec. 31, 1913

Total 1,565 car days

"During the above period cars lost 183 car days due to repairs and 380 car days due to being idle, of which 178 car days was previous to the beginning and after the ending of season's work."

Month.	Mileage	Consumption.		Average Mileage.	
		Gals. Gasoline.	Qts. Oil.	Per Gal. Gasoline.	Per Qt. Oil.
January .....	.....	.....	.....	.....	.....
February .....	.....	.....	.....	.....	.....
March .....	.....	.....	.....	.....	.....
April	900	228	53	3.95	16.8
May	4,860	1,096	272	4.4	17.9
June	5,550	1,578	450	3.5	12.3
July	9,106	2,375	757	3.8	12.0
August	12,142	3,241	950	3.7	12.8
September ..	11,108	3,002	804	3.4	13.8
October	3,471	1,082	285	3.2	12.2
November ...	6,722	1,939	560	3.5	12.5
December ...	3,559	907	221	3.9	16.1
	57,418	15,448	4,352	3.7	13.2

Efficiency Show to Be Held in New York.

The First National Efficiency Exposition and Conference will be held in the Grand Central Palace in New York City in April. The exposition is under the auspices of the Efficiency Society of 41 Park Row, New York. The dates appointed for the show are from April 4 to 11. Individual exhibits of manufacturers of efficiency devices and accessories and daily meetings for the discussion of ways and means of increasing efficiency will be held. The General Vehicle Company will demonstrate the efficiency of its electric industrial trucks for internal freight handling in warehouses and similar places.

Cost of Operating One-Ton Trucks.

The National Motor Truck Co., of Bay City, Mich., has compiled figures covering the cost of operating two of its one-ton motor trucks on December 5 and 6, 1913.

The tabulation follows:

	Hrs.	Min.
Cars in service	37	44
Time consumed in actual car travel	16	30
Time consumed in loading	6	51
Time consumed in unloading	13	7
Number of loads	23	
Number of deliveries and pick-ups	223	
Total mileage covered	173.6	
Average speed of travel	11	
Maximum speed of travel	16	
Miles per gallon of gasoline	7.85	
Actual operating cost	\$3.56	
Average operating cost per day .....	.89	

New York Stores Try Co-Operative Delivery.

The Public Service Express Company, Inc., of New York City, has purchased fifty Stegeman motor trucks for use in co-operative delivery, which is to be tried out

by twelve of the large Metropolitan department stores. The order is for twenty-four one-ton cars and two three-ton machines to be delivered at once. The size of the other twenty-four vehicles has not yet been decided upon.

The scheme is for the Public Service company to own and maintain all the trucks, having its own garage and repair shops, furnishing all the mechanical attention, supplies and drivers. The packages from the various stores will be taken in one of the three-ton machines to the co-operative clearing house on a regular schedule. At the clearing house, the packages from all the stores will be sorted and routed, the one-ton vehicles delivering them from door to door.

Runners for Tractor in Snow.

A Knox-Martin tractor was equipped with runners in order to assist it in operating during a recent heavy fall of snow in Springfield, Mass. A runner was put on the single front wheel of the tractor and one on each of the two wheels of the trailer. The rear wheels of the tractor, the driving wheels, were able to push the front wheel over the snow instead of through it, drawing the trailer over the snow also.

To Standardize Tire Capacity.

Standardization of tire capacity for motor trucks, according to the tire size and the number of bolts in detachable tires, was discussed in the meeting of two subcommittees of the Standards Committee of the Society of Automobile Engineers, held in New York City on March 3. The Commercial Car Wheels Committee and the Truck Standards Committee have referred their recommendations to the Standards Committee, which will pass them on to the council if the recommendations are approved. The ratification of the council will make them S. A. E. standards.

The lack of uniformity in the rated capacities of given sizes of tires in different makes is the occasion for the activity. This lack of uniformity causes confusion among the designers, who find that different sizes of tires for the same load must be provided if different makes of

tires are used. It also restricts the user in his choice of makes of tires.

The lack of uniformity in the number of bolts in detachable solid tires is another thing that received the attention of the committees. Often different makes of tires will be secured to the rim by different numbers of bolts. This makes it impossible to interchange these tires on the same wheels without drilling double sets of holes in the rims.—From "The Commercial Vehicle."

Hold Show in North of England.

The North of England Commercial Motor Show was held in the city hall at Manchester, England, in February and was the most successful ever held in that city. The show lasted 8 days. It is said that more orders for trucks were taken than for pleasure cars at the passenger vehicle show the week previous.

The motor truck business has been given a considerable stimulus, both in England and France, by the war office subsidy scheme by which the buyer of a truck is given financial assistance in the purchase in return for his agreement to turn his vehicle over to the Government in case of war.

Will Tax Trucks on Depreciation Basis.

Ohio tax assessors have discovered a new method of determining the value of motor trucks. Statements published by the Automobile Chamber of Commerce, Inc., were used to determine the cost of manufacturing the vehicles, from which figure 20 per cent was deducted for each year that the truck had been in service.

Working to Organize Truck Makers.

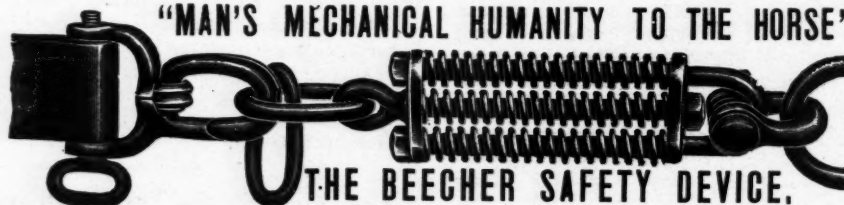
Rollin W. Hutchinson, who has been one of the most active promoters of the motor truck industry and is widely known as a leading authority on trucks and transportation, has just accepted the appointment of general sales and advertising manager for the Sternberg Manufacturing Co., of Milwaukee, Wis., maker of Sternberg motor trucks. Mr. Hutchinson is endeavoring to organize and launch the "Motor Truck Manufacturers'

Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

**CONVENIENT, DURABLE,
PRACTICAL.**

Manufacturers of Open Link, Rope Traces, and Lap Loop

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Association of America" believing that it is only by co-operation among truck makers that many of the evils which now face the industry can be eliminated.

Would Permit Trucks on Piers.

The foreign steamship lines entering New York City at present prohibit gasoline motor trucks from entering their piers, it being claimed that such vehicles are dangerous. Gasoline trucks are permitted on railroad and coastwise steamship piers and so far as the Merchant's Association of New York has been able to ascertain, no damage has resulted from these vehicles.

This question is now in the hands of a special committee of the Merchant's Association that is endeavoring to secure a modification of the restriction.

FOR SALE.

On account of changing our delivery system, we have a number of one- and two-horse covered and open second-hand wagons, also two covered padded moving vans in good condition. We will dispose of any of these at a sacrifice. Allegheny Transfer & Storage Company, 840 North Avenue, West, Northside, Pittsburgh, Pa.

WANTED.

GOOD CHANCE TO GET STABLE BOSS.

Young man (35), life experience with horses, shoeing, conditioning, etc., competent to give first aid in veterinary, is open to an offer to take charge of a stable of horses (private or commercial). Can give personal references if required. English, married. For further particulars address K4, care of THE TEAM OWNERS' REVIEW, Westinghouse Building, Pittsburgh, Pa.

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DR. CARTER'S V. S.

Utility Colle Cure and Utility Liniment—Never Fails.
In Use 30 Years.

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Used in Largest Stables in United States.

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The "Gillette" Cutters Will Fit Any Make of Horse Clipping Machines on the Market.

Try a "Gillette" Cutter and be Convinced.

Guaranteed to do more and cleaner work than any cutters made. The cheapest horse-clipping cutter on the market. Send for circulars and get our reduced prices of cutters and parts. Also makers of the celebrated "Gillette" hand and electric power horse-clipping machines. Used all over the world for the last thirty years.

Gillette Clipping Machine Company.

110-112-114 West 32d St.,

New York, N. Y.



Windlass Truck
Spring or Dead Axle.

TRUCKS!
for
the
Mover

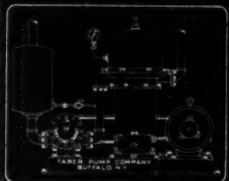
Furniture Truck.
Made in Five Sizes.

Ask about our \$125 Two-Ton Spring Rack Truck
With Racks, Skids and Brake.

Special — New 16' x 6' Scenery Truck — New
With 10' Extension, at Bargain Price.

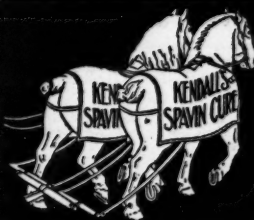
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VACUUM HORSE GROOMING AND MASSAGE MACHINE



Cleanliness & Massage
Are as good for a horse as for a man. This machine improves the health of the horse as well as enabling one man to do the work of several, reducing expense, and benefiting the horses. Sanitary, because it removes not only impurities, but germs. Profitable, because it saves you money. Send for particulars.

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TRY Kendall's Spavin Cure. It has saved a great many horses—has put them back to work even after they had been given up. Over 35 years of success has proved the merit of

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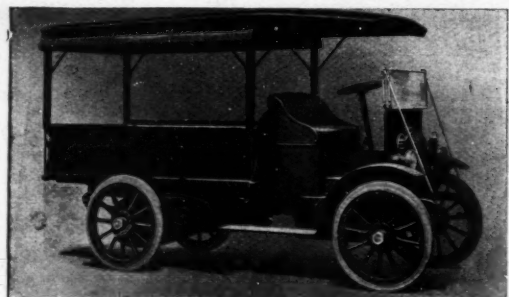
It is the old reliable remedy for splint, spavin, curb, ringbone, thoropin, bony growths, swellings, sprains and lameness from many different causes.

Its cost is so small a matter, compared to the value of a horse that you cannot afford to be without it.

Sold by druggists everywhere, \$1.00 a bottle, 6 for \$5.00. Get a copy of "A Treatise on the Horse" at your druggist's, or write

Dr. B. J. Kendall Company,
Enosburg Falls, 3 Vermont

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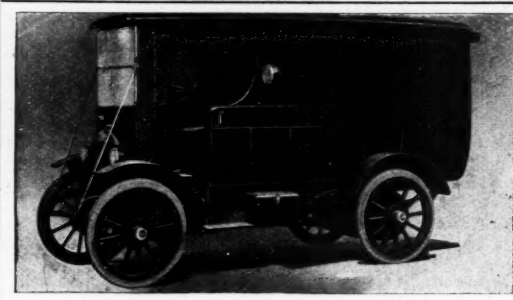
The shortest possible wheel base and overall length without affecting length of load carrying space are desirable and economical in a truck designed for duty in congested traffic, narrow streets, loading in crowded alleys and yards from busy platforms.

You get these in **THE NATCO ONE-TON TRUCK.**

NATCO ONE-TON

Overall Length - - - - 14 ft.
 Pay Load Body - - - - 8 ft.
 Turns in Street - - - - 35 ft.
 without reversing gear

National Motor Truck Co.
 Bay City, Mich.

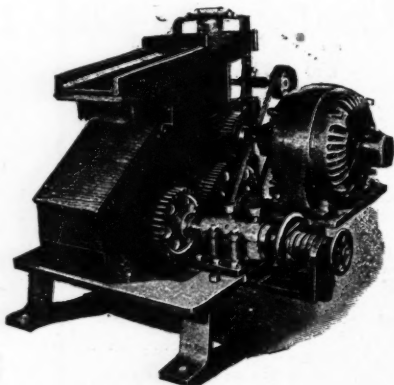


Get Full Value of the Oats You Feed

This can be done by crushing the oats in

THE BELL OAT AND CORN CRUSHER

When your horse is fed whole oats much of its food passes through the animal whole. This is a total loss.



Crushed oats and corn are readily digested. The animal thus fed receives full nutrition. The horse can do more and better work. Grain will not be wasted. These facts cannot be controverted.

We Want to Convince Team Owners and make the following offer:

We will ship our crusher suitable for your purpose on a 30 day's trial, guaranteeing a saving in your feed bill 15 per cent.

Send for Our Catalogue No. 4. It Tells the Story Better.

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EVAPORATED CANE MOLASSES WITH 16% SPHAGNUM MOSS.

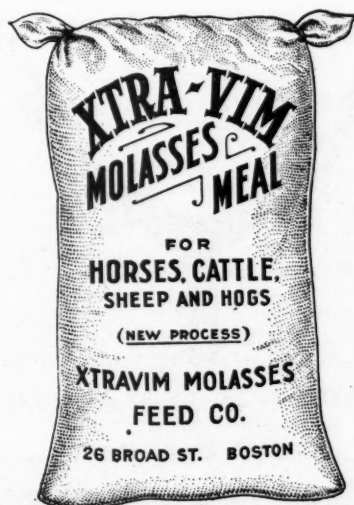
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It develops energy, prevents colic, absorbs the gases of digestion, and eradicates worms.

XTRA-VIM PORTO RICO CANE MOLASSES is collected from plantations in tank cars, pumped into huge storage tanks, and transported to our Boston plant in our new American-built tank steamer, (capacity 800,000 gallons).



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We Guarantee the Absolute Merit of this Product. And a Trial Order will Convince You.

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is the brand of nails you should have for shoeing your horses. It's the most durable nail and the safest to use.

Made in all styles and sizes. Adapted for driving into any hoof, from the lightest and most delicate to the heaviest.

A Horse Nail

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The stock used in making "Capewell" nails when worked by "The Capewell" process develops into nails having **half again** the tensile strength of any other nail.

The best nail in the world at a fair price — not the cheapest regard- less of quality.

With A Record

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You owe every horse in your stable protection from the dangers involved in the use of cheap, inferior grades of nails. "The Capewell" nail will protect him—It is absolutely reliable and safe.

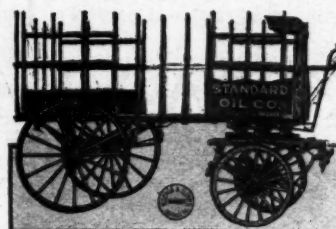
You will always know "The Capewell" nail by the check mark on the front face of the head — our trade mark.



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*Largest Makers of Horse Nails
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Soon show the kind of material that has been put into them. Our wagons are carefully constructed with the very best material and workmanship. All lumber used in constructing our wagons is air seasoned. We guarantee the durability of our wagons and they will stand the wear and tear to which this class of vehicles is subjected to. Write to-day for our catalogue. Do it now.

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Most humane chain ever used. Avoids constant jerking and prevents sore necks. Try one and you will use no other.



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For sale by all jobbers.

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WHY?

Because 15 per cent of whole oats pass through a horse undigested. If the oats are crushed you can feed 15 per cent less. Moral: Buy a Gibson Oat Crusher.

You Can Borrow Money for 6%

and invest it in a

GIBSON OAT CRUSHER

in a class by itself

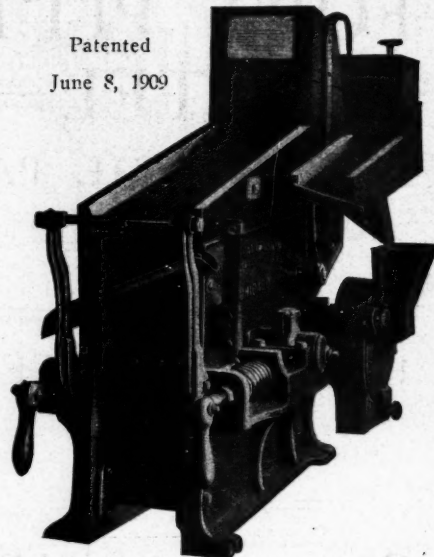
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Patented

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Good for a Lifetime

Perfectly Simple

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With a Gibson Vacuum Groomer you can with one man, do the work of several and do it thoroughly. In fact there is no comparison between the old style methods and the Gibson Vacuum Groomer. All dirt, dust, germs, etc., are removed from both the animal and from the stable, making the operation of grooming as cleanly as it has heretofore been dirty and disagreeable.

The horses like it. Anyone can operate them. Built also to run with same motor that runs your Oat Crusher. No water used in our apparatus, separator is a dry separator. Blower is practically noiseless. Satisfactory under most exacting and continuous duty, requires no adjustment to keep it up to full efficiency.

Prices are Right too. Ask us—built in all sizes

Gibson Oat Crusher Company

Patentees and Sole Manufacturers

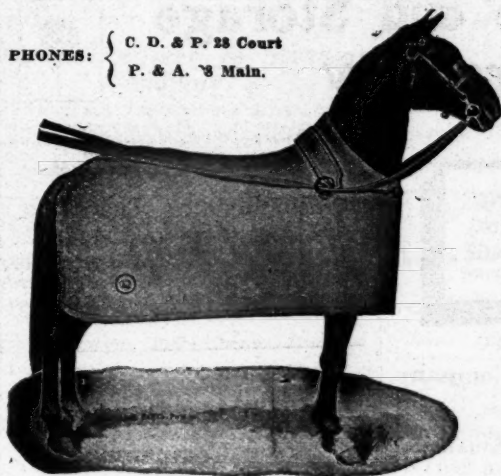
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"Conditioners of both the inside and outside of horses"

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WAGON
COVERS.**

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Pittsburgh Waterproof Co.

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"Let's Give You a Lift"

Why handle your Pianos in the old, clumsy,
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BREEN'S DERRICK

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It is a device that is known to team owners all over
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Natural Distributing Point for Eastern
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GENERAL CARTAGE & STORAGE
Transferring Car Loads a Specialty.

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Reduced Freight Rates to and from all prin-
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Most complete facilities for Moving, Pack-
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Special Facilities for Moving Machinery, Safes,
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HANDLING "POOL" CARS A SPECIALTY.
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STORAGE & DISTRIBUTING

Fireproof Warehouses. Separate Locked Rooms

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OF ALL KINDS

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GENERAL HAULING & STORAGE

MILWAUKEE, WIS.

Kinsella Transfer Company

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WE MOVE EVERYTHING.

ALL KINDS OF TEAMING

MILWAUKEE, WIS.

**THE UNION TRANSFER
COMPANY.**

Freight-Teaming, Shipping and Receiv-
ing Agents. Warehousing and
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OFFICE, 107 REED STREET.

"We Deliver the Goods."

MINNEAPOLIS, MINN.

CAMERON'S**Transfer & Storage Company**

708 Hennepin Avenue,
Unsurpassed facilities for Storing, Handling,
Transferring and Forwarding Merchan-
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Fireproof Storage.

MONTREAL, CANADA.

CUNNINGHAM & WELLS,

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Storage, Transfer and Trucking Agents.

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Unexcelled facilities for the teaming of car
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**B. B. GARDNER, 18 BLACKHALL
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PIANO AND FURNITURE

PACKER, MOVER & SHIPPER
Safe Mover—Freight and Baggage Transfer.
STORAGE.

NEW YORK, N. Y.

The Meade Transfer Company

General Freight Forwarders

Transfer Agents of the

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NEW YORK CITY

West End Storage Warehouse

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Moving, Packing and Shipping, Storage
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**Metropolitan Fire Proof
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**MURDOCH STORAGE
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LET US MOVE YOU

Packers, Movers, Shippers and Storers of
Household Goods.

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Moving, Packing and Storing | GENERAL
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**J. O'NEIL, EXPRESS AND
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813 W. Diamond Street, Northside.

Unsurpassed Facilities for Stor-
ing, Handling, Transferring
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General Forwarding Agents
 Eastern Steamship Company, Maine Steamship
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 Special attention to Carload Consignment.
FRANKLIN WHARF.

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 Special Attention Given to Pool Cars

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 Movers of Pianos and Household
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Office: Lackawanna and Cliff Streets.
DRAYMAN AND RIGGER
 Largest and Most Complete Warehouse in
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Special attention given to the
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 General Hauling.
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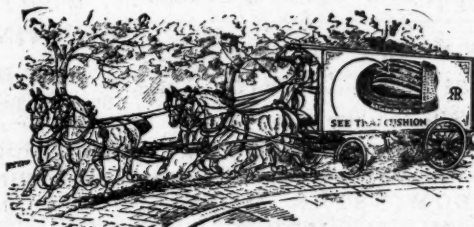
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SEE THAT CUSHION?

made to meet all
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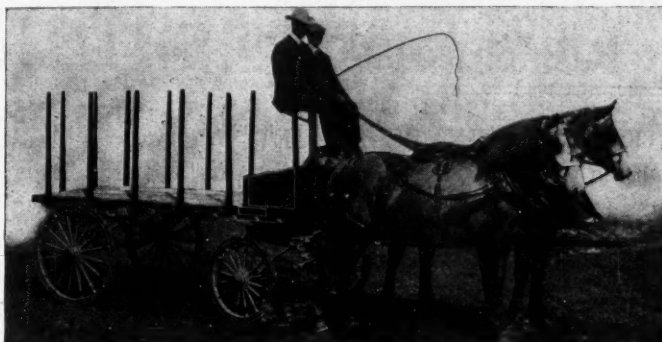
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Wouldn't you rather hire a drayman with fat sleek horses like these?
Your horses can look just like these fine fellows,
if fed on

EXCELLO HORSE AND MULE FEED

It will prove a great feed saver and profit maker to all horse and mule owners and especially to those keeping large numbers, such as draymen, liverymen and Sales stables.

Should you be interested in this feed, we would refer you to:

William J. Brant, 1009 Empire Building, Pittsburgh, Pa., P. A. McClain and Company, Cornell and Brother, Michael Doyle, all of Philadelphia, Pa., who are large handlers and users of the above named feed, Manufactured by

EXCELLO FEED MILLING CO.

TWENTY-SECOND AND GARFIELD AVENUE,

ST. JOSEPH, MO.

COLT'S COLIC COMPOUND AND INFLAMMATION BALM

This is the most efficacious specific known to modern medical science for the quick relief of **colic, cramps, dysentary** and kindred disorders of the intestinal tract.

It will stop inflammation wherever it can be applied and is highly recommended for **sprains, collar galls, sores, burns and cuts.**

Easy to use. Full directions are given with each bottle.

Order a bottle to-day and after a trial if you are not satisfied we will give you **your money back** without question or quibble.

Price, \$1.50 Per bottle, 6 bottles for \$7.50.

Express prepaid

COLT'S REMEDY COMPANY

307 East 79th St.

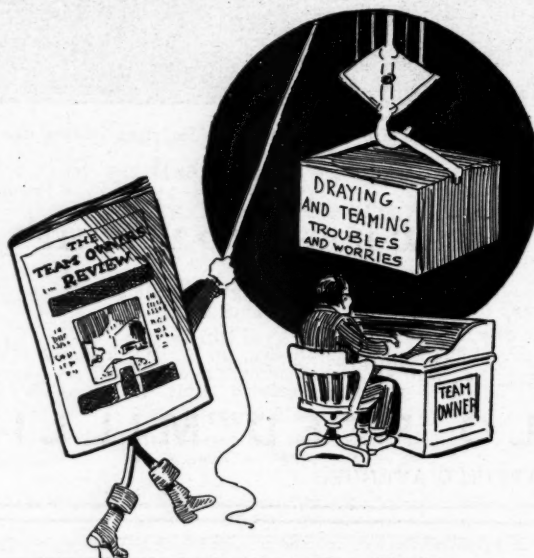
New York City.



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To Our Readers

You want THE TEAM OWNERS' REVIEW to grow, for growth means a better and a bigger paper for you, with more solid value in every inch of it. We want to add 1,000 subscribers to our lists by August 1, and we know you'll help.



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Send us the names and addresses of your friends who you know will be interested in THE TEAM OWNERS' REVIEW, or, better still, make your brother team owner across the street a reader of THE TEAM OWNERS' REVIEW by presenting him with a years' subscription. Fill out the blank below and mail to us with a dollar.

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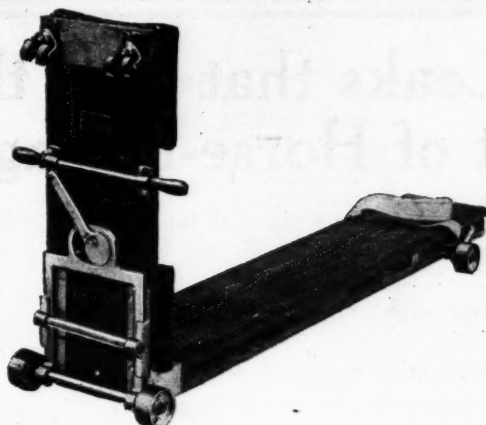
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50 SLEIGHT ECCENTRIC PIANO TRUCKS, AT \$26.00 Only \$6.00 Cash and \$5.00 a Month.

The price was \$35.00 subject to a discount of 15 per cent, making it cost net \$29.75. Recently we have installed electrically-driven machinery which enables us to make the truck for less—and as trucks in use are our best advertisements, we concluded to cut the profit on individual sales and get the truck in use everywhere. Hereafter the price will be \$26.00—\$6.00 cash with order and \$5.00 a month—or \$25.00 all cash in ten days—but we can guarantee to deliver only 50 trucks immediately.

The first orders in will get the trucks—and all orders will be shipped as fast as possible.

2 men delivered 17
Pianos in 1 day with
this truck—2 of the
17 upstairs to second
floors.



One Finger works
the patented eccen-
tric. The eccentric
makes the wonderful
difference between
this and all other
trucks.

It will make Money for You---Read This:

From J. B. Reed, Storage & Transfer Co., Minot, N. D.

"The piano truck recently purchased from you is giving us the best of satisfaction. Our only regret is that we delayed ordering your truck as long as we did.

"We are indeed grateful to The Team Owners' Review and to Storage Magazine, as it was through them that the truck was brought particularly to our attention.

"The truck as an advertisement is well worth the money expended, as we are being favored with nearly all of the piano moving in this city, and we certainly believe that a great part of the increase was brought about by our installing the Sleight Eccentric Truck."

Runs over hardwood floors. Rolls or slides at will. Works on all kinds of stairs. No skids or boards required. Cannot injure a piano. Will last 10 years. No angles too sharp; no arches too low; no stairs too steep.

Piano moving loses its terrors, as the use of this truck takes the the place of slipping, sliding, back-breaking work.

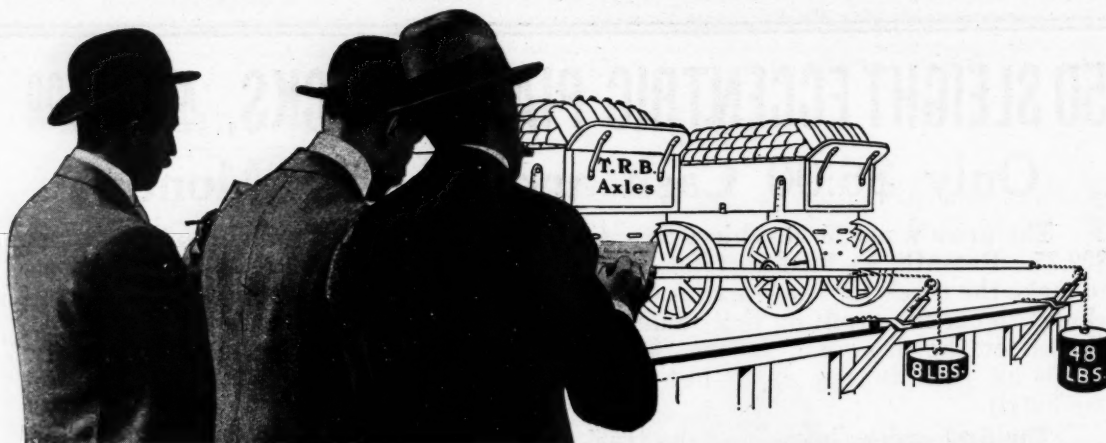
CUT OFF THE COUPON AND USE IT IN ORDERING.

The W. T. Sleight Mfg. Co.,

303 Wulsin Bldg., Indianapolis, Ind.

Ship at once—one Sleight Eccentric Piano Truck—at the new price of \$26.00; \$6.00 cash enclosed and \$5.00 a month. The truck to remain the property of the Sleight Mfg. Co. until fully paid for.

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Stop the Leaks that take the Profit out of Horse-haulage

Suppose a man should walk into your place of business today and offer to increase your present profit on horse-haulage 50%.

Suppose he proved to your satisfaction that it could be done.

How much would the information be worth to you?

The following test proves how you can earn a bigger percentage of profit on your investment by simply equipping your wagons or trucks with

TIMKEN ROLLER BEARING AXLES

In order to prove the efficiency of Timken Roller Bearing Axles two trucks, each loaded with 4,000 lbs. of pig lead, were placed side by side on a level platform.

One of these trucks was equipped with ordinary axles and the other with Timken Roller Bearing Axles.

A rope was led forward from the tongue of each wagon to a pulley, and at the end of the rope was attached a weight.

It required 48 lbs. to start the wagon equipped with ordinary axles, whereas it took only 8 lbs. to start the wagon equipped with Timken Roller Bearing Axles.

This test showed that under ideal conditions there is a direct saving of five-sixths of the draft, enough to enable one horse to do the work of six.

Of course we know these ideal conditions do not prevail in actual service.

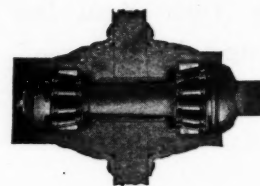
Rough roads, cobble stones, ruts and hills have a lot to do with draft.

But it has been demonstrated in thousands of cases that under ordinary, average road conditions the draft is reduced from 25% to 50%.

Then there are other savings. Much less oil is required, two or three times a year is often enough to oil Timken Axles. This not only saves oil but saves your barn man's time.

Because friction is almost nothing, wear is almost nothing, too, and what little wear does come after thousands of miles of travel can be taken up in the bearings by a simple adjustment that makes them as efficient as when new.

Hot boxes are impossible, with their damage and delays on the road. Greasy hubs are done away with. So is "chuck" that racks even the best of wagons. The axles are fool-proof and trouble-proof, require very little care and are guaranteed for two years.



Your wagon builder can easily put Timken Roller Bearing Axles under any old or new wagon for you. No special hubs or wheels are required. For your convenience we give below a list of our agents who can supply Timken Roller Bearing Axles. Write nearest agent or factory at Canton, Ohio, for information.

Moore Hardware & Iron Co., Denver, Colo.
L. L. Ensworth, Hartford, Conn.
C. S. Mersick, New Haven, Conn.
Wm. Lindemann & Sons, Detroit, Mich.
E. Scott Payne Co., Baltimore, Md.
Nichols, Dean & Gregg, Minneapolis, Minn.
Meyer Wagon Works, Buffalo, N. Y.
Cook Iron Store Co., Rochester, N. Y.
Heavy Hardware Co., Toledo, Ohio
Hardware & Supply Co., Akron, Ohio
Wilkinson & Kompass (Agents for Canada),
Hamilton, Toronto, Ont., Winnipeg, Man.
Lyle Brothers, Pittsburgh, Pa.
Stichter Hardware Co., Reading, Pa.
Shadbolt & Boyd Iron Co., Milwaukee, Wis.
Scovel Iron Store Co., San Francisco, Cal.
Waterhouse & Lester, San Francisco, Cal.
G. B. Schulte & Sons, Cincinnati, Ohio
John Immel & Sons, Columbus, Ohio
Ft. Wayne Iron Store Co., Ft. Wayne, Ind.
Jacob Gerhab Hardware Co., Philadelphia, Pa.
C. D. Frank & Co., Charleston, S. C.
P. R. Rowan & Sons, New Orleans, La.
Beck & Corbitt, St. Louis, Mo.
L. J. Kingsley, Binghamton, N. Y.



THE TIMKEN ROLLER BEARING COMPANY
CANTON, OHIO

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Chicago Branch, 1347 South Michigan Avenue

There is just one quality of Timken Bearings whether for wagons or motor cars



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A valuable little book No. O-7 entitled "Making Horse Haulage More Profitable" will help you solve your hauling problems. Write for it today. Sent free, postpaid, on request.

THE TEAM OWNERS' REVIEW

At Last!

RING-POINT H DRIVE CALKS

Threadless Shank Ring-Point H Calks

**Interchangeable
with Giant Grips,
Diamonds and
Lock Jaws**

Ring Point H Calks known the World over as the Longest-Wearing and Sharpest of all Pavement Calks.



**Fitting all Makes
of Drive Calk
Shoes**

Known Everywhere
with Screw Shanks.

Need no introduction
with Drive Shanks.

Send for free sample now and prepare for next winter.

Sold at the same prices as other Drive Calks, but to Horseshoers only.

SPECIAL FEATURES

1. Calks stay in better because shanks expand in shoe like a spring and also are heavily gummed.
2. No scale on shanks to fall off and loosen the calks.
3. Lighter than any other drive calks.
4. More and sharper wearing edges.
5. No side slipping because edges are at right angles to each other.
6. Same length as other drive calks, but wear longer.
7. Shanks are much more uniform in diameter and taper than those of other drive calks.
8. Can be locked into the shoe with a punch if desired.

**The
Rowe Calk Company**
Hartford, Conn.

EXCLUSIVE SELLING AGENTS.

Ring-Point H. Calks with drive
shanks have been used in
Europe for many
years.

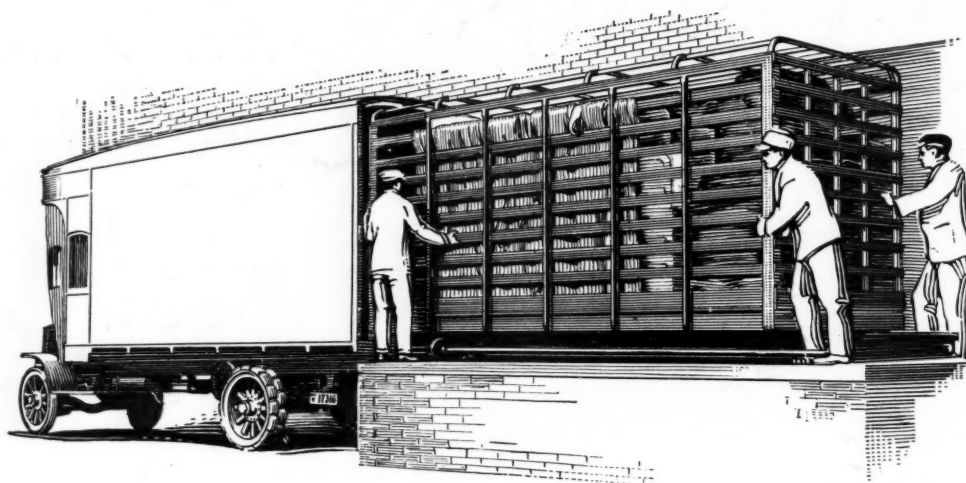
**The Ring-Point H Drive Calk is the One Drive Calk That
Will Last.**

Don't Stock Up with Old-Fashioned Drive Calks in 1914.

In flat drive Calks, Lock-Jaws are known as best.

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PACKARD TRUCKS MEAN INCREASED PROFITS IN THE MOVING BUSINESS



THE spring migration of householders presents an unusual opportunity to moving and storage companies equipped with Packard trucks.

A Packard truck will do more work at this period than any other kind of equipment. It will make your spring rush season more

profitable because it will waste the least time.

A Packard truck cuts the cost of both long and short hauls. In suburban work the expense of crating and shipping may be eliminated.

A Packard truck will enable you to handle more jobs per day and reduce the average time per job to a minimum.

EIGHTY-NINE MOVING AND STORAGE COMPANIES ARE OPERATING 154 PACKARD TRUCKS IN FORTY PRINCIPAL CITIES

"I use two 3-ton Packard trucks and one 2-ton for hauling household furniture and they are frequently long hauls. The average load is about 5400 pounds."

The three trucks replace ten teams and are used mainly to haul goods which formerly had to be packed and shipped by rail.

I feel that Packard trucks are the safest, surest and best proposition on the market today."

Kaufman Fire-Proof Storage Warehouses
Baltimore, Md.

Charles H. Kaufman, Proprietor

"There is nothing to compare with the merit of Packard trucks and the excellence of Packard service. We have a Packard truck which has covered 40,000 miles in the past two years."

William Strang Warehouses
Brooklyn, N. Y.

"The operating expense of our Packard truck is very small indeed. The Packard company has organized a system of inspection which we find very profitable. They discover necessary minor repairs and prevent any serious damage to the truck."

J. E. Cassidy, Eagle Warehouse and Storage Co.
Brooklyn, N. Y.—Excerpt from address to Storage Warehousemen's Association

ASK THE MAN WHO OWNS ONE PACKARD MOTOR CAR COMPANY

LINCOLN HIGHWAY CONTRIBUTOR

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